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ULY 1977

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ONE DOLLAR

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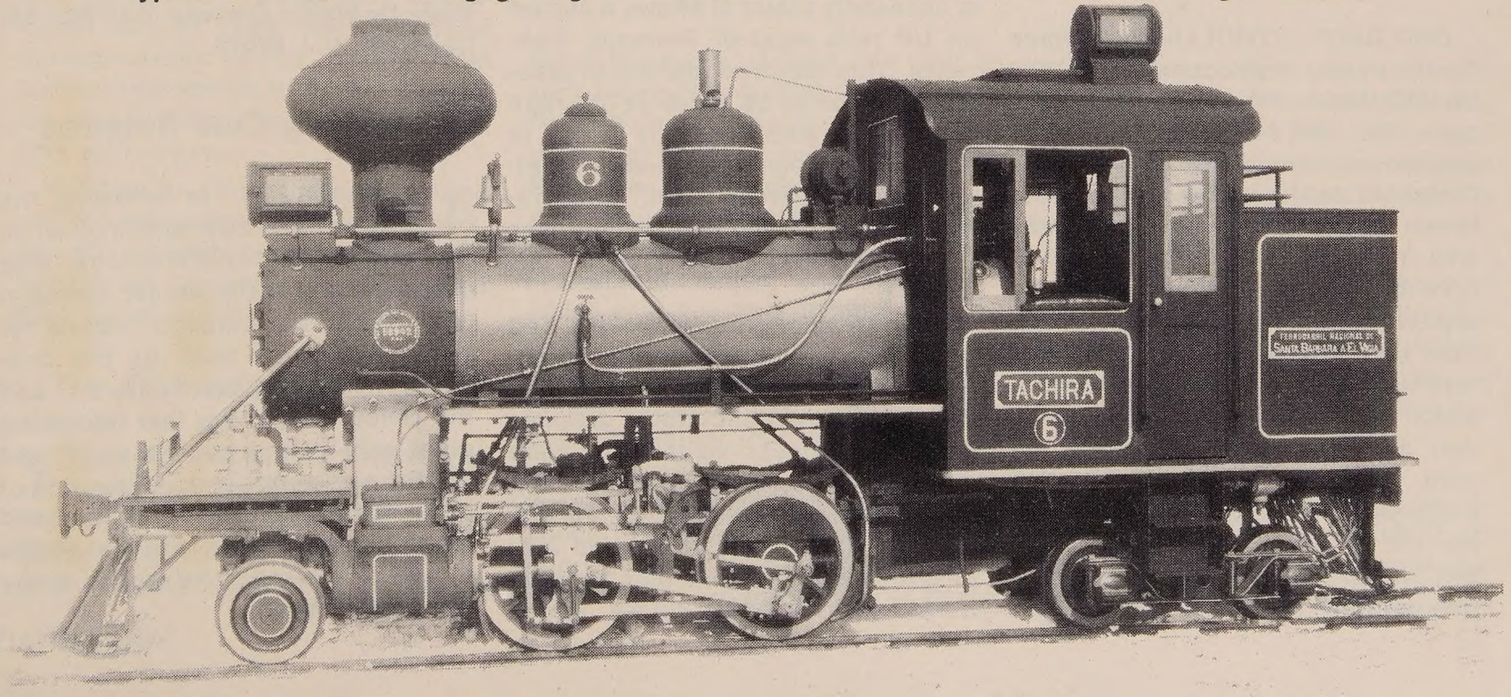
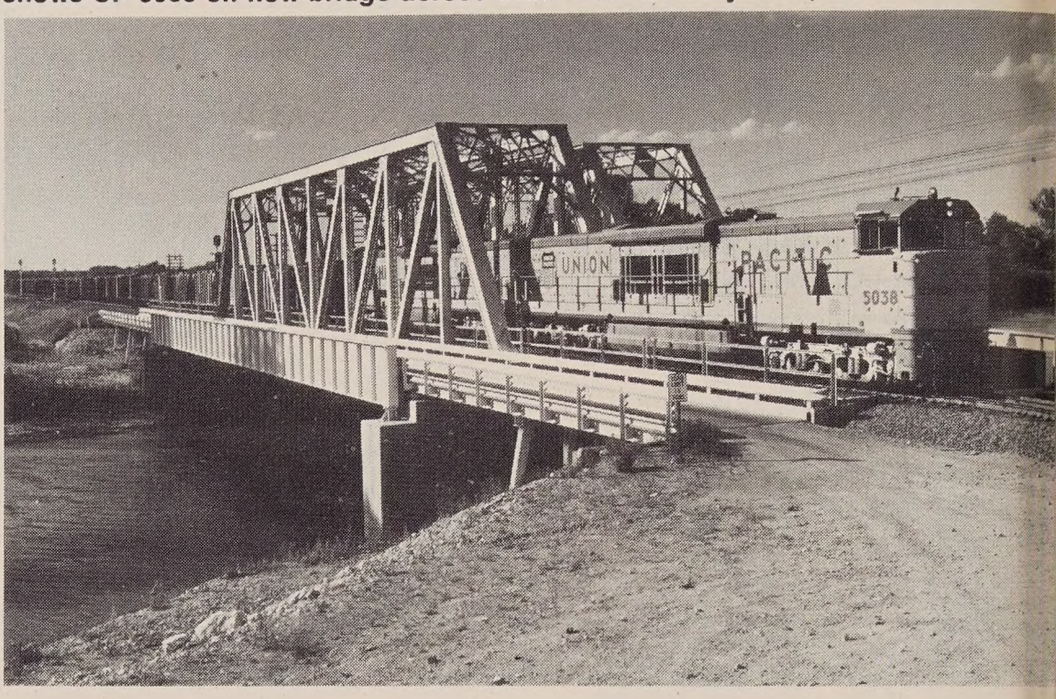
Builder's photo from H. Broadbelt collection

Typical Venezuela narrow-gage engine is *Ferrocarril Nacional de Santa Barbara a El Vigia Tachira.*



Richard H. Boonstra, Union Pacific photographer, who made our back cover picture, shown with "Big Boy" 4023 at Omaha Shops. The simple articulated was first of her type used in freight service. (Below) Dick's photo shows UP 5038 on new bridge across Blue River at Marysville, Kan.



THE MAIL CAR

where editors and readers meet

WE THOUGHT it was about time to picture a modern city transit car on our front cover. This photo is odd, according to Steve Maguire, who thought all of the Chicago Transit Authority's new cars ran in "married" pairs. The color-shot came from George Krambles, general manager of CTA. It shows the 061 being operated with a temporary pantograph at the Boeing Vertol test track at Ridley Park, Pa., in April 1976.

OUR BACK COVER shows a Union Pacific freight train consisting of EMD DD40X diesel unit 6908 hauling tank cars for El Paso natural gas westbound along one of the three mainline tracks at Dale, Wyo., between Cheyenne and Laramie. Photo was made by Richard H. Boonstra, born in Omaha 46 years ago and has always lived there. As a boy he lived near Union Pacific tracks and was interested in model trains, some of which he still has in working condition. Several of his cousins and uncles are, or have been, UP employees. In 1949 he hired out to the UP as a carman in the Omaha Shops, but in 1956 his interest in photography led to his becoming a UP motion picture technician. Three years later he moved to the photographic department.

Dick gets most of his assignments from the system's chief photographer and the public relations department. On scenic jobs he looks for something unusual yet well framed and lighted. The greatest challenge for Dick is a sunrise or sunset picture. Both have won him top honors in professional competitions. One shot he is especially proud of shows a sunset on UP rails west of Fremont, Nebraska. This required months of planning in order to be taken at the right time of year and right time of day to achieve the desired prize-winning effect of "Sundown on Steel." Dick prefers his Hasselblad camera, but also uses a Nikon or 4x5 or 8x10 view camera.

On one occasion, while he and another photographer were in southern Utah, miles away from "civilization," a boulder punctured a gasoline tank of the station-wagon they were driving. After surveying the damage, they worked out a solution. Hastily chewing some gum, they used it to plug the slit in the tank, then covered it with photographic paste, and it barely held out until they reached a service station.

"If you are interested in a photography career," Dick advises, "get as much knowledge and experience as possible. The technology is changing from day to day. Keep up-to-date on methods and equipment."

THE BEAUTIFUL color-shot of SP helper engines waiting at Tehachepi, Calif., on our May '77 back cover, was made by Walter Olevsky, P.O. Box 64, Carlstadt, N.J. 07072.

Creating Coal Empires

A "COAL RUSH" is following the discovery of low-sulfur coal in Wyoming, Utah, and Montana, with corporate giants playing for stakes in the billions, the *Chicago Tribune* reports. Railroads such as the Burlington Northern, the Santa Fe, and the Union Pacific are fast becoming giant coal-mining concerns. UP and the BN own astronomical amounts of coal through Congressional land grants made in about the mid-1800's to encourage rail construction in the then virgin West.

BN estimates its coal reserves at 11 billion tons. UP estimates its holdings at 10 billion tons. Last year the entire United States burned less than 700 million tons of coal. As energy companies such as GE and Exxon buy coal reserves, railroads stand to make even more money transporting the coal eastward.

The law prohibits a railroad company from hauling in its own trains the coal it mines. To avoid the problem the UP has formed a holding company—Rocky Mountain Energy Co.—to mine and sell the coal. The railroad collects royalties from the mining company, then collects again for shipping eastward the coal it once owned. BN is putting together a coal empire with projects ranging from building an entirely new railroad to mergers with lines that could carry Montana coal to the Southeast, Alabama, Mississippi.

A coal development project that is expected to advance the objectives of President Carter's announced National Energy Plan involves the lease of about 300 million tons of coal in Texas by a subsidiary of Santa Fe Industries, Inc. About 70 percent of this total is covered by a firm schedule of advance royalty payments. Mining is expected to begin in the early 1980s.

The Bessemer & Lake Erie also is getting into the coal rush in a big way. An expanded B&LE coal facility at Conneaut, Ohio, to supplement its existing coal storage and transfer facilities are being built.

The system will unload coal from railroad cars by a high-capacity rotary car dumper, convey it at up to 6,000 tons per hour to a new storage area, and retrieve it at up to the same rate as needed. When fully operational late in 1978, the combined storage areas of the existing coal facility and that to be built will have an annual thru-put capacity of about 13.5 million tons.

With so much coal available and with the increasing scarcity of fuel oil, you don't have to be a Mike Eagleson to see the advantages of bringing back the steam locomotive.

"I see you boys have my old job on the local. Wonderful experience for a young man if you quit in time." Drawn by Joseph Easley

The Personality Parade

YOUR MAGAZINE is part of the happy world I knew, now sadly crumbling. I have just learned of the death on April 5th of Harwell E. West, editor of the bi-monthly magazine *Brass Pounders' Gossip* and one of your *Interesting Railfans.* He was in his 75th year and had a lively remembrance of years of enjoying *Railroad Magazine.* By an odd coincidence, I was reading a letter from him when a phone call told of his demise. Harwell had what he called "a racing heart," which sent him to a hospital for four days, including a night of intensive care, and recovered briefly. One hardly knows how such things work, but I remember that late last fall he was hooked by the swine-flu scare and made a production of getting his shots. He seemed to seek to talk me into this also, but I respectfully declined. One wonders now if there were any connection . . ."—Lucien W. Emerson, Groton, Vt. 05046. *(Ed. note:* What will happen to *Brass Pounders' Gossip,* now that Harwell is gone? His associate editor, William Meyers, is editing it for a while.)

I HAD all but about 10 issues of *Railroad Magazine* dating back to the very first one, October, 1906, and was offered $1500 for this collection.—Howell Day, 300 Vail Ave., Piscataway, N.J. 08854.

THIEVING RAILFANS are on the increase. A 200-pound bronze bell from a Lehigh & New England steam locomotive was stolen from the back

yard of a dentist, John C. Andrews, 48 E. Market St., Bethlehem, Pa. 19018. It had been bolted into concrete on a block pedestal. The bell has sentimental value for Dr. Andrews because it came from his father, who was controller of the L&NE. He offers $250 reward for its return, "no questions asked."

SINCE Miss Evelyn Fuller, railfanette, 2160 Hester Rd., Hastings, Mich. 49058, underwent major surgery last November, *Railroad Magazine* readers have sent her over 100 "get well" cards, some books, magazines, various little gifts, and letters and postcards galore. She wants us to thank all those fine people. Her doctor expects her to be fully recovered by this July.

DR. WILLIAM HARRIS, JR., vice president of the Association of American Railroads' Research and Test Department, is the first railroad industry executive and professional engineer to be elected to membership in the National Academy of Engineering. Such an election is the highest professional distinction an engineer can get. It honors those who have made important contributions to engineering theory and practice or have pioneered in new and developing fields of technology. Among the most significant efforts now being made under Dr. Harris' direction are new programs on track-train dynamics, freight car utilization, and research on railroad safety.

PATRICIA BREZINSKI (shown here) has been named manager of car distribution for North American Car Corp., largest member of Tiger Leasing Group, Inc. As manager, she supervises the distribution and billing of NAC's fleet of more than 38,000 leased freight cars operating in the U.S. The same company manages an additional fleet of more than 8,000 railcars in Canada, Mexico, and European countries.

Officer checks tickets of passengers boarding trainferry City of Midland at Ludington, Mich. Chessie wants to unload this deficit-ridden service.

Our Monthly Newscast

A RARE COURT RULING required westbound conductor Edward E. Cook and engineer David H. Baskett to pay the Frisco Railway a total of $1.1 million dollars for damage to train equipment in the head-on crash between two trains near Mustang, Okla., in 1974. Frisco attorneys said the case was the first they knew of where crew men were ordered by a jury to pay a railway for wreck damages. The two men had sued the railway for $226,000 for injuries they had suffered in the cornfield meet, in which the head brakeman was killed. The Frisco had countered with a suit against the two crew men. Testimony indicated that the westbound train involved in the crash had passed a certain point on the line ten minutes ahead of schedule. The other train saw them coming 1½ miles away but couldn't get them on the radio or otherwise.

Scuttlebut around town is that the westbound locomotive was loaded with full and empty beer cans and that the conductor was in the cab. A Frisco employee told me that he felt the rear brakeman was equally to blame, since he should have pulled the air when they left the siding too early and he should have heard the other train on the caboose radio. But since he didn't sue the railway, the Frisco agreed not to sue him. However, the convicted crew men have no means of paying the $1.1 dollars.—John W. Hines, 309 E. Northrup, Midwest City, Okla. 73110.

TWO LAKE MICHIGAN trainferries on the Chessie System are providing scheduled service for passengers and motor vehicles this summer. Last year Chessie operated three, but now says that running a third boat this summer would be too costly. Chessie has offered to donate its *City of Midland* to the states of Michigan and Wisconsin, or either separately, so that additional service could be made available on the cross-lake route. As a cross-lake connector for U.S. Highway 10, the operation presumably would be eligible for Federal financial support.

For three years Chessie has awaited action by the ICC on its petition to abandon all trainferry service on Lake Michigan, due to the losses involved. Lack of an environmental statement by Federal agencies delayed hearings in the matter. Chessie owns three trainferries: the *Spartan,* the *Badger,* and the *City of Midland.* They operate between Ludington, Mich., on the east bank, and Manitowoc, Wisc., on the west bank.

OCTORARO RY. has received an ICC certificate to operate a short

stretch of track between Eismere Junction, Del., and Modena, Pa. It was first slated for abandonment by the Reading in 1973. Service had been provided by Conrail since the Northeast reorganization.

THE PASSAGE through Kearny, N.J., of thousands of tons of cargo daily through the Port of New York has spawned a parasitic underworld industry that siphons off millions of dollars worth of goods annually, reports *The New York Times.*

According to Louis A. Giovanetti, the special agent in charge of the New Jersey office of the FBI in Newark, 400 cases of hijackings, small-scale pilfering and well-planned thefts of trailers from truck terminals and railyards are currently under investigation.

"There is no way to estimate the value of the stolen goods, because some thefts are not reported for several months," said Robert M. McCartin, the special agent who heads the 13-man squad charged with tracking down missing merchandise. "But if we could stop the thefts completely, there would be a noticeable drop in the Consumer Price Index."

Although the thefts can occur in any of the terminals that serve over-the-road tractor-trailers or any of several rail yards, the chief problem area, according to Mr. McCartin, is the two-mile-long Conrail freight yard along Fish House Road, the nation's largest piggyback rail facility.

JOHN F. GERITY, Maine Central vice president, handed the deed to a segment of the railroad's Beecher Falls branch to New Hampshire Governor Meldrim Thomson on March 21 in Concord. The governor gave him a check for $310,000 for the 23-mile line of railroad between North Stratford, N.H., and Beecher Falls, Vt., which Maine Central had wanted to abandon. Gerity praised Public Utilities Commission officials for their cooperation in efforts to close the deal.

CONRAIL has been replaced by Rail Services Associates as subsidized operator of nearly 100 miles of branch lines on DelMarVa Peninsula. Virginia officials had failed to assure the continuance of subsidies to Conrail and worked out a deal with a new outfit.

BETHLEHEM STEEL CORP. has been sued in Federal court because a rail it manufactured in 1929 allegedly caused a train wreck 45 years later—on Oct. 27, 1974, in Shields, N.Y. The suit claims that at the time the rail was manufactured and sold to Lehigh Valley Railroad it has a "defect" in it that was not discoverable by the rail line.

"Such defect had existed in the rail from the time of its manufacture," according to the suit, filed by trustee Robert C. Haldeman of the railroad company. As a result of this defect, the rail failed while a Lehigh Valley train was traversing said rail and the train was wrecked."

The suit says the rail wouldn't have failed if it had been manufactured right in the first place. It asks $503,932.81 in damages—plus interest from Jan. 1, 1975. The suit was filed in the U.S. District Court for the Eastern District of Pennsylvania.

THE LAST Railway Post Office in the U.S., the New York & Washington RPO, ceased operation on June 30. James H. Davis, director of Fayette County Historical Center in Iowa, sent us this information, taken from *Linn's Weekly Stamp News.*

A PARTNERSHIP between U.S. railroads and piggyback shippers reached a milestone on April 4th when the Industrial Trailer on Flat Car Association completed moving its one millionth trailer from coast to coast, and saved the shippers over 100 million gallons of fuel. The Association handles over 100,000 trailers annually. Its millionth moved from Oak Island, N.J., to Los Angeles, via Chicago in five days. Participating were the Delaware & Hudson, Norfolk & Western, and Santa Fe railroads.

McCLOUD RIVER Railroad is in the process of being sold to the ITEL Corp. for unspecified terms. The transaction requires only ICC approval. This road is a subsidiary of Champion Building Supplies Inc. The line was built around 1900 by the old McCloud River Lumber Co., which owned and operated it until both

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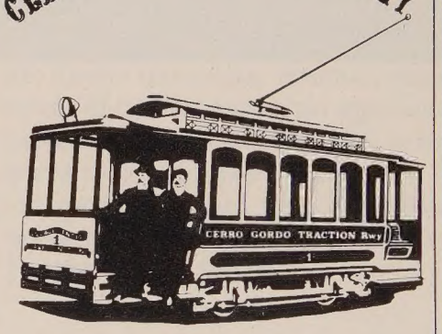

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firms were merged into U.S. Plywood Corp. in the 1960s.

The McCloud tracks run 150 miles, connecting the Southern Pacific at Mount Shasta to the Burlington Northern Railroad Co. tracks in Modoc County. The McCloud line has 65 employes, four locomotives and two cabooses, but most of its railcars are from other lines. It also operates 34 miles of Burlington Northern track.

HALTING a $1.3 million Federal court trial in Oklahoma City, Okla., attorneys for the Santa Fe Railway and Oren Childers reached a $750,000 settlement out of court. ATSF has sued the construction company, claiming that a grader operator had damaged its Indian Hills Road crossing in Norman and caused a major train derailment. About 7,000 nearby residents were evacuated when fumes from ruptured phosphorus trichloride barrels spread from the derailment site. The chemicals is considered highly explosive and is used to manufacture fertilizer.

SALE of the prestigious Waldorf-Astoria Hotel, in midtown New York City, for $35 million to a subsidiary of the Hilton Corp. has been approved by the Federal judge supervising reorganization of the bankrupt Penn Central. The $35 million will be used to pay PC creditors and bondholders.

Just Before Midnight

BESIDES being one of our *Interesting Railfans,* Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Redding, Calif., 96001, is a school teacher and possibly the "train-ridingest gal" in the U.S. She writes;

Not the *Silver Streak* but a purple and black streak trimmed in gold chugged and steamed her way past the Southern Pacific depot near midnight last March 22nd. Despite her late arrival time, a small contingent of *aficianados,* including me, awaited her arrival, most of them beginning their vigil around 9 p.m.

I had notified a few people that she'd be through town in the late evening. The only firm information that I had was that she would leave Dunsmuir at 8:45 p.m. (She actually left at 9:17 p.m.) I couldn't wait, nor leave such an event to chance, so I went to the depot, which was bright with floodlights, at about 9 p.m.

After about an hour's standing by the tracks, Ron Kneebone, the agent on duty, told us that the Royal Hudson should appear about 11:15 p.m. Thereupon one of the rail buffs, Sam J. Aiello, a book salesman, drove away, but soon came back with cups

Western Maryland Ry. GP9 No. 6412, built in 1956 as No. 37 and now sporting a Chessie paint scheme, heads a "gandy dancer special" train on the B&O mainline at Brunswick, Md., on December 17, 1976.
Charles R. Kilbourne, 14706 Willoughby Rd., Upper Marlboro, Md. 20870

of hot coffee for all who wanted them. That was my second bonus of the evening. He had previously given me and another fan copies of the golden anniversary edition of a book, *The Little Engine That Could.*

In time more rail buffs came along, all of them willing to tell stories about the last streamer they had seen, or one time they saw the Hudson, or something else. Waiting is not so bad when there is something worth waiting for. We talked about trains, mostly, and next to the Royal Hudson the anticipated steam run of SP4449 through Redding on April 29th was the most pertinent topic.

Ron was putting up the orders: three sets because there were two working engines. The Royal Hudson was to be on the point, SP 9389, a Bicentennial unit: both of her engineers would get orders. Then a set of flimsies for the caboose.

Everything was in readiness and so were all of us. Then, a sure sign that BC2860 was just around the bend and on the Diestelhorst trestle was the sound of the crossing bells. Soon the shadowy images and great palm trees at the depot were illuminated by the bright headlight, then the eerie and magic sound of a steam whistle. Not as deep and melliflous as SP4449, but a quite palatable substitute.

"Listen to that!" was followed by "Look at her!" and "See the *Canada* and *Maple Leaf* insigne!" She gave those of us at the depot a splendid salute: a whoosh of steam and a long wail from her steam whistle. Even in the darkness of night, we could see her purple and gold and black magnificence. Her Royalty showed and impaled us all on the long notes of the whistle. Anyone who wasn't in love with the Hudson before they heard and saw and smelled her surely was now!

Those mighty drivers, symbol of another age, when huge machines could have grace and dignity and not be merely functional, bore us back in time for the few seconds that it took her and her train of eight cars to swish by. In 1939 a similar engine had carried England's King George and Queen Elizabeth, and now the 9389 was carrying us, although we were not aboard except in spirit and desire. Her wheels choked on the rails and we tried to read all the exciting, romantic names on the cars. Alas, we could not read that fast; but as it turned out, I didn't have to.

A newcomer to the Montreal scene. Last February 14th at CP Rail's Windsor Station, Amtrak introduced its Turbo which started regular service between Montreal, Albany, and New York City, replacing established D&H trains.

Gus R. Portelance, 1430 rue St. Marc, Apt. 1007, Montreal, Que., Canada H3H 2G3

Quicker than it takes to tell, the caboose went by and someone in it threw what I thought was the register slip toward the depot. The agent picked it up and said: "This is for you, Ramona!"

"You're kidding," I replied.

But he wasn't. Neatly rolled and fastened with a rubber band were the orders out of Klamath Falls. An Amtrak hat check was carefully and shadow-lettered: "School marm Ramona McGuire." So, I had a friend aboard and he had carefully written the litany of the consist: *Chekamus, Prince George, Kootenay River, Skeena River, Cowichan River, Shannon Falls, Brandywine Falls,* and *Mt. Hood.*

The book salesman, Mr. Aiello, seemed to be even more astonished than I was. Somehow, nice things always happen to me around trains, so I guess I expect them. Then he asked: "What are you doing with that book? You've been holding it all the time."

"Of course," I laughed. *"The Little Engine That Could* wanted to see the big engine that did!"

"I'm sorry for your students," he murmured, "what they have to go through."

"Yes," I giggled, "and I'll really have something to show and tell them about tomorrow. Who else could stand down by the railroad tracks at close to midnight and come home with the train orders from a steam engine and a magnificent copy of *The Little Engine That Could?"*—

Views and Reviews

MAXWELL SWAN'S "Wanderlust," which I have just finished reading, is well written. Every paragraph fascinated me and I hung on every little vignette in it. Your reprinting of old stories by Bedwell, Dellinger, McClintock, Johns, Knapke, etc., about the days of boomers, steam, and Morse goes a long way toward keeping *Railroad Magazine* alive. I enjoy many of your photos, too. Especially the one of Yvonne Yahnke in your May '77 issue, page 27. Don't I remember another camera study of her a year or so ago, with a beautiful pair of drivers and a short dress being snagged in a bush? You can print more of her, any time.—Howard Durfy, 1220 N.E. 143rd, 210G, Seattle, Wash. 98125.

THANKS for publishing "Wanderlust." You can taste the turn-of-the-century railroading.—Charles R. Kilbourne. 14706 Willoughby Rd., Upper Marlboro, Md. 20870.

IN ADDITION to the Reading funeral car you mentioned recently, the New York Central ran similar equipment on its Harlem Division to various cemeteries in Westchester County. The *Official Equipment Register* for March, 1920, listed NYC No. 147 as a funeral car. It was between 60 and 70 feet long and seated less than 70 persons.—Bill Rugen, Rte. 1, Hadley, N.Y. 12835.

Erie Lackawanna eastbound freight HF-98 with EMD F-3A 7081, EMD F-7A 7121, and EMD GP-35 pick up cars in Binghamton, N.Y., yards in '72.

Richard J. Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

AS A REGULAR reader of *Railroad Magazine* I greatly appreciate the way it is edited.—H. Richard Godin, Director of Union Pacific Corporate Communications, 345 Park Ave., New York, N.Y. 10022.

I CAN'T SEE how the crew got those sheep cut in ahead of the caboose in Bedwell's story, "Screaming Wheels" (March issue). I could understand having them coupled onto the rear of the train, but with the tracks available and only one switch, just what moves could have been made to achieve the result Bedwell stated?—J.M. Nickerson, 2508 36th Ave. N.E., Minneapolis, Minn. 55418.

PHOTO in April issue, page 24, shows Lehigh Valley engine 5104 at the Circular Hill road crossing 11½ miles east of Batavia, N.Y. The train is westbound. The LV numbered their signals in relation to mileposts. The signal numeral 2 indicates it is the first eastbound signal west of MP 399.—Daniel Oches (retired LV engineer), Rte. 5, Box 288.—A. Towanda, Pa. 18848.

YOUR May issue mentioned a California college which sponsors environmental hikes over abandoned railroad rights-of-way. This reminded me of two such hikes in the New York area a few years ago, both led by Roger Arcara, a transportation historian formerly on your staff. A hike over the old New York Central's Yonkers Division was hosted by the Bronx Historical Society, of which Roger was then president, and there was one over the Stewart Railroad sponsored by Queens Historical Society. Photographs of how the routes looked while the railroads were operating were shown around at certain points. Landmarks and relics of the long-gone rail lines drew considerable interest. I found these hikes a wonderful way of adding a touch of realism to history. The walks in the woods were a pleasure, too.—Lenox Stonehill, 20-56 35th St., Long Island City, N.Y. 11105.

MANY fans who generously send us photos, often superb ones, do not read our magazine. Or maybe they skip the part where we mention the necessity for writing or pasting adequate caption information on the back of each print submitted. We've been pointing this out for years, but we keep getting pictures without even the photographer's name or address on the back! These shots are piling up in our files but can never be used nor returned.

Photo contributors usually—but not always—include letters with their prints. Even so, we have no secretary to acknowledge or organize our incoming mail, which is quite heavy, and such letters sometimes get separated from the pix. It is true that we receive many more photos than we can ever find space for in the magazine, but at least good caption material increases the chance for any given shot to be published.

We don't use color-shots as b&w illustrations. The pix we prefer are dramatic or unusual, not "just another engine" or "just another train." All photos should be contrasty, sharply detailed—not a dull gray nor too dark. We are grateful to readers who send us photos, even those we can't use, because we know they are thinking of us. If you want photos returned, please enclose a self-addressed stamped envelope.

DOES the Carter Administration have a serious policy on urban transportation or is it merely looking for expedients to hold down the budget deficit?

The question first arose when Secretary of Transportation Brock Adams told a Senate committee that he opposed authorizing more money now for urban mass-transit construction. That position disappointed those who had hoped, after the grudging attitudes of the Nixon-Ford years, that the new Administration would offer a positive lead.

This disappointment is now deepened with publication of a memorandum from President Carter to Secretary Adams. Mr. Carter speculates that rail transit systems like the one in San Francisco and another now being built in Washington, D.C., may be "grossly overdesigned." He suggests that the Federal Government should insist instead on greater use of buses, trolley lines where they still exist, special bus lanes, and more one-way streets and parking garages . . .

It is a mistake for the President to dismiss rail transit too quickly. For one thing, it may be the cheapest and most efficient form of transportation for the millions of poor people concentrated in inner cities. Moreover, it could be an important complement to energy conservation in coming decades . . .

With the price of gasoline sure to rise in the decades ahead, there has to be an alternative to the *laissez-faire*

scattering of jobs and houses across the countryside with no available transportation save the private automobile.—Editorial, *The New York Times.*

The Long-Necked Oilcan

WHEN I SEE the herons standing beside the lakes at Ferrieres in France, just beyond the church, while I'm pulling a freight or hear the cranes flying overhead in spring and fall or watch the storks at Selostat in Alsace, I am reminded of the long-necked oilcans I used so often during the 25 years I worked on the 141R's—those American-built Liberation Mikados shipped to my country after the end of World War II.

Six years have passed since steam disappeared from regular service at the engine terminal in Montargis, where I live, 70 miles southeast of Paris. I have been running diesels for these six years now. It was not easy to get used to them after working on the last of the various steam locomotives on the French railroad system for 30 years, shoveling coal into their fireboxes or driving them while someone else was firing.

A man must live in the present, and I don't like to keep raking over the past. Even so, I can recall those great days and I have a collection of railroad photos and souvenirs. That was how I happened to be visiting a friend at Boutigny. He was born in a trackside house, has loved trains ever since he was a small boy, and is obsessed with railroad history. This man had invited several of us to his place for a steam afternoon and showed us seven documentary films of steam trains running before World War II.

Then came color slides taken during the last months of steam between Malesherbes and Corbeil in 1971, mainly of trains 3331 and 3338 on Sundays. Included were the usual views of engines shot from the tracks and then the photographer went into the cab. One slide revealed the boilerhead: pressure gages, pipes, valves, and levers, and I noticed something unusual about this picture. Nestled amid all those pipes, etc., was a handsome long-necked oilcan polished like a mirror. It stood out in that dark gloomy scene.

Then another slide was flashed on the screen. I asked my friend to show the last previous slide again, because it reminded me of my best years. That request annoyed most of the audience—they objected to interruptions—but I insisted. I had to see that oilcan once more.

From the way its long neck pointed, I knew it had been kept next to the boiler so that the oil would stay warm and flow easily into out-of-the-way places when the engineer oiled around before a run or stopped to take on water. I asked for the date of the picture—which was May 9, 1971—and said I had run that same engine the day before. I don't think anybody believed me.

Later, when I got home, I looked up my diary for May 1971. Yes, I had taken that engine out on May 8th for a 60-mile trip and had brought her back at 11:30 p.m. The next morning, she pulled an express from Montargis to Moret, ran light to Corbeil, and then hauled train 3331 to Malesherbes and 3338 to Corbeil. There had been two crew changes during those 200 miles, but the oilcan stayed just where I always left it. No doubt when they saw Vitry's name in the engine logbook, they knew she had been oiled for another 300 miles.

Usually you could tell from an engineer's blue work clothes how he oiled. Each man oiled his own way and we knew it. You could be sure that an engine had been oiled, no matter how often her crews were changed.

Our road foreman of engines often rode with us on the morning express, No. 1020. He would catch us by surprise in the station after we had coupled onto the train. He'd look around my engine and see fresh oil on the slides, valves, tender coupling and axle bearings, and he was satisfied that I had done my job. But if he had looked at the cups on the main cranks, he would have found them half empty. I never unscrewed a bearing cup on the cranks, but the other engineers in the terminal did. So that was how I used my long-necked oilcan for years and years. Which, as I have said, reminds me of herons, cranes, and storks.—Serge Vitry, translated by Dan Behrman, 4 Rue Joseph Bara, Paris, 6e, France 75006.

(Ed. note: There's a good color-shot of a long-nosed oilcan on the front cover of our Feb. '77 issue.)

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The Guilty Fireman

I ENJOYED reading Ed Mahoney's account of the Santa Fe wreck at Robinson, N.M., in your February issue. I knew Ed for many years when he was secretary to the Santa Fe superintendent at Las Vegas and I was a locomotive runner in the same territory. At the time of the wreck, I was an ICC special agent domiciled at Albuquerque. An ICC locomotive inspector, Charles Grossman, was in El Paso, some 450 miles from the scene, while George Parks, inspector of safety appliances, was in El Paso, about the same distance from Robinson. So, as the nearest ICC representative, I was sent to the scene to make a preliminary report, pending the arrival of the inspection team.

By the time I reached the smashup, wrecking crews from Raton and Las Vegas had cleared up much of the wreckage. It was a gruesome sight. The right hand of "Babe" Foster, engineer of train 19, was found on one of the smashed cars of No. 18, the train in the siding, with a BPOE ring still on his finger. Walter Shriver, the conductor of No. 19, the train holding the mainline, and his brakeman, Charles Kincaid, had stood by the open top half of the club car door to identify the train they were to meet. Shriver was killed immediately, Kincaid, badly injured, is living today on a little farm near Albuquerque.

Mahoney recalls a rule that the employee attending the switch at meeting points must station himself on the opposite side of the track from the switch and stay there until the expected train has passed. This rule, 10, 4A, is still in effect. Likewise 10, 4B, saying the switch must be locked while the expected train is passing over it. From the evidence given at the investigation, fireman Caladerelli violated both rules.

I was in on part of the hearing. Ed is correct in writing that from the time he says he heard the horn of No. 19 until the train arrived at the switch, Caladerelli would not have had time to cross the track and line the switch for the siding. At the investigation, he broke down several times, and the session had to be recessed until he could regain control of himself. It is true that the fireman was never prosecuted. His grief and his self-condemnation were a greater punishment than prison would have been.—C.M. Graham, Graham Cracker Ranch, Box 600, Sandia Park, N.M. 87047.

Overseas Railroading

THE ORIENT EXPRESS still lives. You board at the Paris Est. station at 10:15 p.m. and arrive, after two nights of traveling, at noon sharp at Bucharest's North Station. But there's no restaurant car until you get to Stuttgart; so eat a good meal before leaving Paris. And there's no sleeping car on the second night of traveling if that night is a Tuesday, Thursday, or Sunday.

ITALY claims to have developed a track that can handle train speeds of 150 mph or more, fastest in Western Europe and equal to Japan's Tokyo-Osaka tracks. The track was tested on an 83-mile stretch out of Rome. Rail officials said trains traveling at that speed will cut into air travel between most major European cities, because they are within 250 miles of one another.

European rail experts are planning to connect the fast trackage of Italy, France, and Germany into one network. A 250-mile stretch of French track between Paris and Lyon, scheduled for completion in 1982, is expected to have a speed capacity of 180 mph.

FIVE GUNMEN staged a daring Wild West-style train robbery in Turkey on April 1, grabbing money bags containing $330,000 and fleeing in an automobile. The bandits, armed with submachineguns, halted a passenger train about 12 miles east of Ankara by pulling the emergency brakes. Then they seized the loot.

ESTIMATED cost to the New Zealand Government for the recent Granville train disaster is $100 million. This figure is based on the estimated cost of: (1) compensation to relatives of passengers killed in the wreck, (2) compensation to injured passengers, (3) rebuilding a traffic bridge and nearby railway track, and (4) funeral, hospital, and other costs.

Kel Coleman of Sydney, N.S.W., one of Australia's best-known amusement-train operators, hasn't missed a train in 30 years. Kel makes his own timetables, lays his own track, and drives his own scaled-down-version of a steam locomotive. His trains are especially popular with children who have never seen a mainline steam locomotive.—A. Man, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia. ●

A German-built Henschel 2-10-2 and Baldwin 2-8-2 (running backward) doublehead Turkish freight train from Afyon to Dinar.
Photograph by Michael A. Eagleson

IN SEARCH OF STEAM

With Mike Eagleson

Mike Eagleson

STEAM on the B&O/C&O this summer and fall is the biggest steam news in the East. The Steam Railroad Corporation is jointly owned by American Freedom Train founder Ross Rowland, Jr., and Sam Freeman. The new organization has leased to the Chessie System its ex-Reading 4-8-4 No. 2101 and 18 cars to tour the system in ten states over an eight-month period. The Baltimore & Ohio is celebrating its 150th birthday this year.

The former Reading T-1 class Northern was repainted midnight blue, signal yellow, and vermilion, with the Chessie kitten logo adorning one of the two tenders. During May, trips were operated throughout Maryland, and in June the whole outfit was moved into Pennsylvania. This July, the Chessie Steam Train is touring Ohio. Additional trips will be scheduled for the rest of the summer from Detroit and Grand Rapids, Mich.; Chicago, Cinncinnati, Huntington, W. Va., and Richmond, Virginia.

Unlike the American Freedom Train, these runs haul passengers and operate on weekends. The 4-8-4 pulls open-window coaches and air-conditioned coaches, first-class accommodations, and a snack-concession-baggage car. Most trips will have photo run-bys to delight photographers like you and me. For schedule and ticket info., write Chessie Steam Train, Dept. CJ, Chessie System, 2 North Charles St., Baltimore, Md. 21201.

DOUG BROWN, 1322 Jericho Rd., Abington, Pa. 19001, laments that a few years back the Chesapeake & Ohio 4-8-4 Greenbriar No. 611 (actually 614, renumbered) was not rebuilt to haul the American Freedom Train. Had this engine been selected and restored for the AFT, perhaps a genuine C&O steamer would be hauling the Chessie Steam Train today. This would have been far-sighted wisdom on the part of the public relations men.

Doug adds that the Pere Marquette 2-8-4 No. 1225—now in her final months of restoration to operating condition—also would have made an outstanding Chessie choice for a steamer—particularly for highballing in her native state of Michigan.

ROYAL HUDSON No. 2860 was on the move again this April and May, reports David Wilkie, 595 Leaside Ave., Victoria, B.C., Canada V8Z 2K9. The British Columbia Government is sending a traveling exhibit to 15 cities of our three westernmost states—Washington, Oregon, and California. Its purpose is to promote tourism. At various display stops, two members of the Royal Canadian Mounted Police in full dress uniforms and a piper from the famous Seaforth Highlanders of Canada will be in attendance.

Star attraction is, as you might expect, the Royal Hudson 4-6-4, with her crew. Engineer Larry Debo from the Southern Pacific is handling the throttle in the U.S. and ex-Canadian Pacific engineer Syd Claridge does the honors in Canada. Syd has twice come out of retirement to handle special steam trains for the B.C. Government. Two years ago, he was in charge of the Provincial Museum train on a tour of the province. While in the U.S., he is firing the Hudson on this trip.

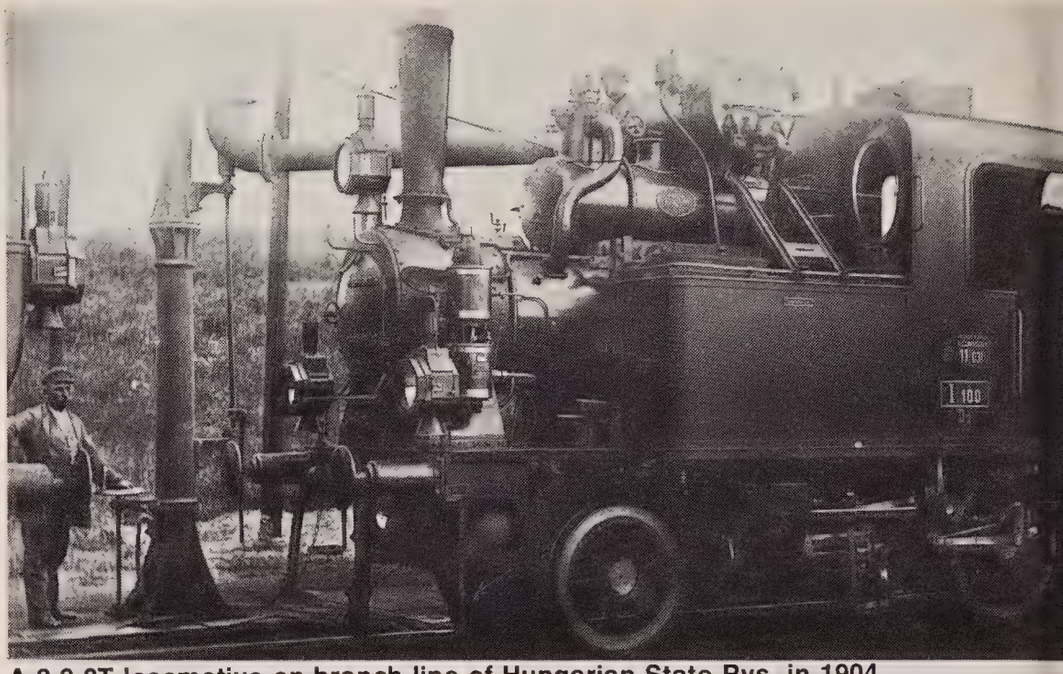
The safari will cover about 3100 miles—almost a duplication of mileage made in 1939 by sister 4-6-4 No. 2850 pulling the Royal Train across Canada with King George VI and Queen Elizabeth, now the Queen Mother.

One of the coaches contains life-size wax reproductions of Queen Elizabeth II and her husband, Prince Phillip, both in full regalia; also a case containing replicas of the Crown Jewels and other royal trappings. Other museum displays on the train feature "The Age of Steam in Industry." There is also a club car for entertaining visitors at the various display sites. Bringing up the rear is lounge-sleeper No. 600, owned by the Pacific Northwest Chapter of the NRHS. This is the *Mt. Hood,* which originally ran on the Spokane, Portland & Seattle.

ROYAL HUDSON No. 2839, a sister engine, at Northampton, Pa., had her first fantrip postponed from May 8th until July 3rd this year. For details, contact Atlantic Central Steam Co., 607 Baldwin Ave., Norristown, Pa. 19403. First operated on shakedowns

Workers removing bell from popular Rocky Mountain railfan excursion loco UP 8444 at Cheyenne, Wyo., last summer prior to loco overhaul.

Photograph by Marc S. Balkin



A 2-2-0T locomotive on branch line of Hungarian State Rys. in 1904.

Collection of John Drayton, 60 Allt-yr-yn View, Newport Gwent, NPT 5GG, England

a year ago—followed by several more successful steamings and test runs—the 2839 recently has had all her superheater tubes replaced by expert boiler men. The Hudson promises to be in top mechanical condition and painted and restored to her historically accurate livery of maroon and gray.

THE *GOVERNOR STANFORD*, a 113-year-old 4-4-0, formerly Central Pacific's No. 1, has been on loan from its owner, Stanford University in California, to the state's Railroad Museum in Sacramento. The Pacific Coast Chapter of R&LHS hopes she may be added to the large 19th Century railroad museum now being built as part of the "Old Sacramento" area. But the University wants her returned to where she was displayed until 1964. The American Standard was exhibited during the Golden Spike Centennial in 1969. Museum officials would like to display the 4-4-0 proudly with a placard saying she is owned by Stanford University and is on loan to the expanding Museum.

Don't tell anyone, but Mike Eagleson once worked as a diesel engine fireman for the Jersey Central. He's shown on CNJ No. 3680 in Sept. '72.

Photo by Interesting Railfan Robert J. Linden

BLACK HILLS CENTRAL RAILROAD in South Dakota is operating this summer for the 21st year via Hill City to Keystone, reports Donald Ringstad, 213½ Barron St., Rusk, Texas 75785. A severe flood washed out the line in 1972, but the Burlington Northern rebuilt it. Previously, the steam train had been running to Custer and Mystic, using 2-6-2's No. 7 (ex-Prescott & Northwestern) and No. 104 (ex-Peninsula Terminal). This engine received a period defacing by Disney Studios in 1971, which attached a fake diamond stack to her for a movie on the Black Hills line. Unfortunately, when I last saw a photo of her, she was still wearing it. I recall riding this scenic line in 1963. At that time the well-proportioned Seven-spot was little altered from her original appearance.

HUCKLEBERRY RAILROAD, with its Davidson depot, at the Historical Crossroads Village near Flint, Mich., is the latest tourist road to join the gallant steam parade. Motive power is a 38-ton Baldwin Ten-wheeler, built to serve an Alaskan railroad, and a 27-ton Porter Mogul, constructed for United Fruit Co. of Guatemala. A third engine, a Consolidation, comes from the Colorado Railroad Museum in Golden. The engines were produced from turn-of-the-century plans.

Passenger equipment includes clerestory-roofed coaches dating from the 1880's and assembled from a variety of sources, including the United Railroad of Yucatan, Mexico; the Denver, Rio Grande & Western, and the old Nevada, California & Oregon Railroad. The caboose, which is fitted with a hydraulic lift, comes from the Coahuila-Zacatecas Railway of Mexico.

Much of the new narrow-gage Huckleberry Railroad is reconstructed on the original bed of a Pere Marquette line, built over a century ago to handle lumber and passenger trade in Genesse County, Michigan. This news comes from Ward J. Caldwell, 701 Pettibone Ave., Flint, Mich. 48507. I'd like to borrow photos of all three locomotives for possible use in this column.

WORK CONTINUES on ex-Louisville & Nashville 4-6-2 No. 152 (Rogers, 1905) at the Kentucky Railroad Museum in Louisville. The engine is being rebuilt through matching funds from the National Park Service and Kentucky Heritage Commission. This good-looking, chunky, little Pacific would make an excellent branchline or mainline fantrip hauler. Will the group please keep me posted on possible future fantrips and break-in runs.

REPAIR WORK is progressing on ex-Penn View Mountain 0-6-0 No. 8 at Clarks Summit, Pa., I learn from Louis Hopf, P.O. Box 347, Scranton, Pa. 18503. Presently, the small engine with a handsome slope-back tender is torn apart, but will soon be reassembled for

first steaming. Her owners hope to start steam excursion service with her in the area.

A LARGE CROWD last February stood around John Porter's 1878 narrow-gage 0-4-0, a 15-tonner struggling to get up enough heat to make a few trips around the Poway Village & Rattlesnake Creek Railroad in California. Apparently the oil-delivery man had filled the little locomotive's fuel bunker with lighter grade oil than he usually does, without telling anyone. Maybe he thought it would make no difference. But the Baldwin No. 2 engine knew right away she had the wrong fuel in her firebox, and was temperamental. At length she got up enough steam for two trips. This old gal will be 100 years old next year. When the time comes, I think she deserves a special birthday party; don't you? By the way, I wonder if John Porter gets a lot of kidding because she is a Baldwin rather than a Porter-built steamer.

Well patronized Black River & Western excursion ran from Flemington to Three Bridges last March 26, and then southbound to Lambertville behind No. 60. At this point they operated 3 miles over abandoned PC Bel-Del Division.

Bruce Russel, 240 Mt. Vernon Pl., Newark, N.J. 07106

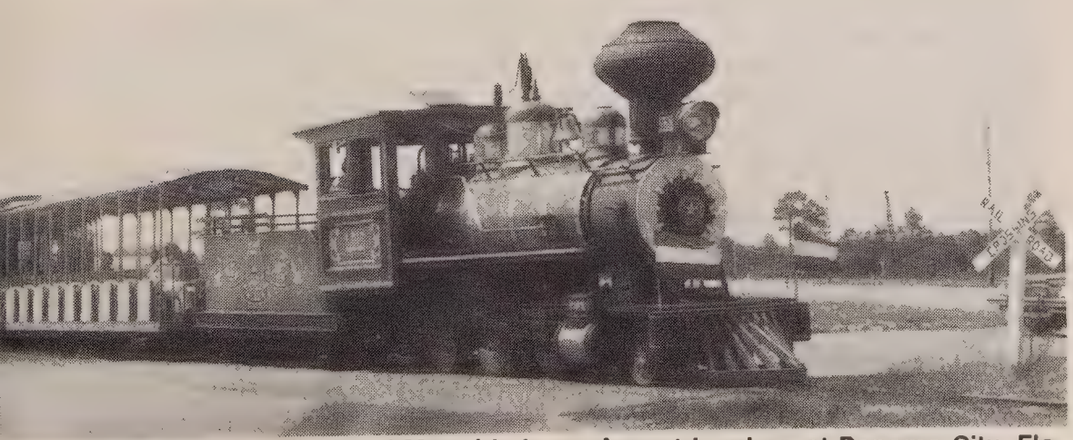
ACCORDING to H. Chalmers Kerr, Sr., 2909 First Ave., San Diego, Calif. 92103, his several-year-old project to return a standard-gage Baldwin 2-8-2 to America is juss about dead, due to lack of railfan interest and financial support. The locomotive, an SNCF 141R class, built in 1947 as a Liberation class Mikado, was donated in 1971 to the Pacific Southwest Railway Museum in California by the president of the National Railway of France. The gift was to "show once more their feelings of gratitude toward the United States for giving them this locomotive at a time when France was surmounting grave post-World War II difficulties." The locomotive was a free gift and is operable, but some $40,000 is needed to bring the old girl to her new owners in San Diego. Despite strong appeals, only $3,000 was raised. If the project dies, the Baldwin 2-8-2, even though operable, will probably be cut up.

How wasteful this is, particularly because of the vast sums that museums sink into lesser locomotives year after year! The 2-8-2 is a high-stepper and was commonly used on freight as well as fast passenger trains. She would cost no more to bring over here than would restoring one more shortline quarry hog now rusting away in a park.

I remember photographing these large 2-8-2's pounding upgrade with heavy freight as well as streaking across the snow-blown landscape with fast expresses. Mechanically, if not also esthetically, they were outstanding. (See my feature story about them in the July 1969 issue of *Railroad Magazine).*

It would be a misfortune not to have at least one back in the U.S., the country in which Baldwin and Lima built so many of them. Others were built by Montreal and Canadian Locomotive works. There were 1,340 in all. Perhaps a museum about to drop some $40,000 into a dumpy little engine would prefer to get an operable 2-8-2 superpower giant for the cost and save rebuilding time in the process. Something should be worked out with her present owners on the West Coast, rather than have the engine scrapped and never come back to America. Think about it.

Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815

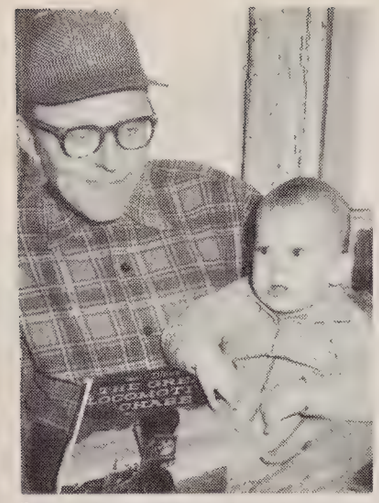


Petticoat Jct. Railroad Mogul *Lois,* ex-Argent Lumber, at Panama City, Fla.

TALL PINES AND WINDING RIVERS, by Benjamin F.G. Kline, Jr., 8½"x11", 100 pages, soft cover, numerous photos, maps, roster, available from the author at 920 Wheaton Dr., Lancaster, Pa. 17603, at $3.75 postpaid.

Truly a labor of love, this well-researched book covers the lumber railroads in Maryland in the last two centuries. Old photos show locomotives and logging towns and the scruffy workers in that industry. Every railroad that helped to fell trees is covered in a county-by-county search. Of special interest was the Preston Railroad (whose steamers still survive) and the giant Western Maryland Shay, Lima's biggest and last. For historians and logging-road enthusiasts, this is a definitive book.

SEND steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856.



Don Lind with John Haack's son, T.J, in his museum.

Interesting Railfan Number 175

Museum Builder Don Lind

by FREEMAN HUBBARD

THE SILVER MERCURY sizzled at 108 degrees when Donald Lind was propelled into the world some 41 years ago on July 15, 1936, at 8:30 a.m. Even for the Midwest, that was a warm day. In fact, it set an alltime record for his native Minneapolis. Altogether, his parents had five children.

His father, Benny Lind, worked as a machinist in South Minneapolis at a shop just opposite the Milwaukee Road's busy freight yards on Hiawatha Avenue. Each Sunday afternoon in winter Dad would drive his Dodge over to the shop to check on the water level in its heating boiler. Don often went with him, but stayed outside in the family car.

While our future *Interesting Railfan* was waiting, he'd gaze across the street at the yard goats puffing gray smoke and noisily batting cars around. Those sights and sounds made him want to be a locomotive engineer—what lad didn't, in those days?—and started him on the trail to railfandom. A high board fence kept him from seeing more than the tops of engines and cars; but years later, when he knew more about the subject, he decided that the locos must have been Mikes, their boilers being too long for 0-6-0 or 0-8-0 switchers.

Long before Don was born, Benny was a gandy dancer on an iron-mine railroad in northern Minnesota. He still remembers hearing the section boss shout, "Two men go for tie!" Soon he became a prop man for the steam shovel, putting blocks under the outriggers as the giant scoop crept along the rails in the open-pit mine, biting great gobs of red soil from the earthen walls at various bench levels and disgorging them into small railroad cars. One winter Benny held a job in a Duluth steel mill. Finally, for 46 long years he worked in the Minneapolis machine shop. He and the shop grew old together, and on August 1, 1970, he retired.

A month before that date, Don began buying 36 acres of farm land at Annandale, Minn., 45 miles west of Minneapolis, for his ambitiously projected Minnesota & Western Railroad Museum. Then on August 14th the site received its first piece of rolling stock. That was a happy, hard-working day for Don. He now had an open-platform coach, built in 1888 for the Duluth, South Shore & Atlantic but used more recently on the Soo Line as No. D-977.

This wooden-bodied coach arrived via highway on the Museum's own set of wheels, specially modified from two derailed piggybacks. A Soo Line man arc-welded the bolsters, the gusset plates, and I-beams which Don had bolted into place. The heavy drawbar of the lead set of piggyback wheels came from a scrapped rail-layer boom for track maintenance. Later in 1973, Ron Keagle of Minneapolis had sold a Minneapolis & St. Louis boxcar to the Museum at a bargain price, one dollar.

PRIOR TO THAT EVENT, while Don was growing up, he learned a lot about railroading from his Uncle Joe Bungert, a Rock Island division electrician and chief trouble-shooter. Uncle Joe kept diesels operable for the run between Minneapolis and Manley, Iowa, and often told his nephew about it.

Uncle Joe also recalled the times he'd been called at all hours of night and in all kinds of weather, usually when the Newport drawbridge was open to let the Mississippi River barges pass through and when the bridge-tender couldn't get it closed. One day a diesel stalled just outside St. Paul Union Depot on a holiday when no parts were available to fix a broken pipe or plug on the air-compressor system of the ailing engine. Since it was urgent to clear the track, part of the Depot's sprinkler system was taken down and the loco was coaxed to roll over the pipe and flatten one end of it. After the pipe "plug" was installed, the diesel got running again, which opened the track to the station.

Such episodes convinced our mechanically-minded subject that railroading was an exciting job. He grew up within sound of yard goats shifting cars to nearby grain elevators. On a still summer night he could hear the cars banging together. (Today, the switching is done more easily.) Also, Don had begun to read *Railroad Magazine.* What it said about rail museums had a special interest for him.

Having bought a huge 100-ton 2-8-0, formerly the M&STL No. 471, he saved money to move her from Chaska, Minn., to Annandale. To help cut down his expenses, a hobby-shop dealer generously gave him free copies of our magazine and others. Hauling the 471, Don figured, would cost him a little over $6,000. For years he had been a model railroader, accumulating 0 scale locomotives and rare Lionel items, but in 1972 he had to sell a

UP 8444 roars by railfans on photo run-by west of Cheyenne during 1963 NRHS Denver convention.
Photograph by Don Lind

lot of them to swell his engine-moving fund. Pondering this matter, he toyed with the possibility of the Soo Line building and maintaining a spur line with a switch, which would be necessary if the Museum should ever operate fantrips with the 471 out of Minneapolis. But the price for that accommodation was too high, so the Consolidation type engine had to be hauled along the highway.

DON'S FIRST railroad photos were color slides made with a camera he had bought in 1954 with a cash gift received at his high school graduation. One shows a Great Northern 4-8-4, No. 2579, class S-2, standing outside the St. Cloud roundhouse. The large, round, red-and-white emblem of a mountain goat painted on her huge Vanderbilt oil tender inspired the boy to convert one of his midget engines into a GN steamer. Eradicating the "Lionel Lines" lettering, he attached to the tender a goat herald cut from a "Big G" calendar, not being familiar with decals in those days.

As his slide-pictures accumulated, he organized and classified them in box files. Occasionally on the Museum's motion-picture nights, usually the first Saturday of each month, he shows some of his slides and fantrip movies.

For him, shooting Duluth, Missabe & Iron Range steam locos from a highway bridge over the Proctor ore yards was quite a problem. Although it was not wartime and no security reasons were involved, an officious watchman would order him off the bridge and threaten him with jail. So Don wrote to DM&IR headquarters for permission to take such pictures. A favorable reply listed that very bridge as one of the five locations where he could safely photograph trains. But the watchman said that letter didn't count, and still ordered him off.

Since the 1950s, Don Lind and Wayne C. Hume, now of Colorado Springs, Colo., have been personal friends, having gone through high school and college together. According to Wayne, "Don was a shy, studious, persevering fellow then, and still is."

Wayne continues: "Before I moved to Colorado we shared many railfan ventures together. His interests were excursion-oriented in a frenetic search to capture those last glimpses of steam before it was all over. He sought them with a passion that most of us couldn't keep up with. There were all-night jaunts across the country to catch a few fleeting impressions, photos, and memories. Just before dawn he'd return to his office job in Minneapolis exhausted but with a full day's work ahead.

"During that era he shot an incredible amount of film, mostly with cameras constantly needing repair. His modeling interest gradually switched from a tinplate basement operation to that of a discriminating collector with zeal and night-time safaris for miles to buy elusive pieces.

"One day the two of us sat for hours in a mosquito-infested, fetid swamp along the St. Croix River, waiting with cameras for the Burlington's 5632 to cross the long bridge and capture it on film. Hours overdue, while mosquitos swooped down in mass attacks and the heat was almost stifling,

the train finally arrived—pulled not by the expected steamer but by a diesel! How disappointing!

"I was with Don also at Two Harbors watching steam's final hours on the Missabe road in early winter of 1959. The steel strike had just ended. Steam was being given a brief reprieve to thaw out the frozen ore cars before ice closed Great Lakes transportation until spring. Our activities centered around steam locos, any size up to the majestic Yellowstones. Few other railfans braved the sub-zero temperature and brisk Lake Superior wind that day, but Don and I stayed at trackside with cameras hopelessly stuck and our toes almost frozen, witnessing the grand finale of steam."

DON COMMENTS: "Although the Arctic weather of 20 below was great for camera studies of smoke-plume exhaust, it also created problems of shutters and movie cameras sticking, and extreme personal discomfort. Yet it was fun that could not be repeated now in the diesel age. Another friend of mine, Ken Ingmanson, whom I had met while both of us were filming the Denver & Rio Grande Western's narrow-gage freight operation, would also go separately to Chicago and elsewhere for the CB&Q monthly fantrips. But we had little time for conversation, being kept busy photographing steam locos, the 5632 and 4960 out of Chicago and the Union Pacific's 8444 in Wyoming."

Wayne writes: "I, too, was on the Rocky Mts. Railroad Club's narrow-gage trip in 1963. For Don, photo run-bys became steam run-overs. Nailing his movie camera holders to the ties was standard operating procedure. Imagine Don bent over from the weight and entanglement of cameras and tape-recorders and wielding a hammer as he attached them to the crossties, amid expletives and clenched fists from some of the fans!"

That in itself must have been a spectacle. Don likes to take pictures of anything he thinks might be useful in building his railroad models. He prefers 45-degree angle shots of steam locos showing the wheel arrangements and side details. As for preserved engines on display, he shoots them at right angles to the track midway between the pilot and the tender's rear step. This view minimizes the distortion and records correctly the relative sizes of engine and tender.

Whenever possible, he photographs both sides of a loco because the piping differs on each side. Such things as air pumps are usually on the left. He also makes head-on views to show the boiler front and pilot details. He shoots many stations, too, because their details vary from one town or railroad to another.

Most of his slides and 8mm movies are in color. But he stopped making slides for three reasons: (1) his last slide-camera was badly damaged by falling from his automobile, (2) you can't enjoy looking at slides without a projector, and (3) sometimes it's irksome, when giving a slide lec-

Photographs by Don Lind

Don rode this 1963 NRHS convention special north of Denver hauled by famed fan loco CB&Q No. 5632.

ture, to dig out the views you're looking for. So he borrowed his mother's box camera and began making black-and-white prints from size 620 film. This lets him look at the prints directly and mark the subjects, dates, locations, etc., on the white borders.

BUT HE STILL makes movies. As Wayne says, he built a box-like device to hold a Brownie movie camera which can be nailed down between the ties so that, by remote control, he can get a Hollywood-type shot of the steam loco passing over the top of the camera. Centering the camera between the rails usually works out okay. But when you nail it down to the end of a tie to get a side shot, the picture could be ruined by water dripping from injector drains or cylinder cocks, oil from the side-rods, or—perish the thought!—a passenger using the train's rest room at an inopportune time.

"One of my better b&w steam action shots," Don tells us, "was made with a box camera in connection with the NRHS national convention at Denver in 1969. I was able to get off the train on a curve at a spot that didn't have another photo line visible in front of me."

Our *Interesting Railfan* keeps his b&w prints mounted on pages in loose-leaf notebooks, one book for each year covering his Museum. This provides a quick reference. Apart from his hobby, he was employed for a while by an architectural engineering firm located across the street, kitty-cornered, from the St. Paul Union Depot. One March day in 1973 the firm was going to have a noon-time sale of surplus drafting tables; so he drove to the office that morning in his big 1955 Ford F600 flatbed truck to haul away a table for himself.

"Sneaking out of the office at coffee-break time to re-park the truck," he recalls, "I saw something happening to the huge neon sign that stood in front of the Union Depot. Workmen were taking it down to haul it away to a dump. I told them they could put the sign on my flatbed truck, for the museum. But the huge sign lowered onto it was more than 12 feet wide, much wider than the legal limit of 8 feet. So I had to leave my truck there overnight and ride home in a bus.

Plenty of stack-talk by UP 8444 on this photo run-by west of Perkins, Wyo.

"Next day, when getting a permit to move the extra-wide load, I learned that I needed flashing lights and 'Over-Size Load' signs to attach to it. These I finally borrowed from the machinery movers who had hauled my steam locomotive 471 from Chaska to our Museum land the previous February; but I wasted so much time looking for the lights and signs that I lost an afternoon from my mechanical engineering work."

SINCE THEN, the F600 has been a work-horse for the Museum. It was used to move a boxcar, ex-M&StL 4520, double-wood sheathed, 36 feet long, with a steel center-sill, and outside fish-belly sills. (If any reader knows when this car was built, please contact Don Lind, M&W Railroad Museum, Box 459, Annandale, Minn. 55302.)

The Museum also used the flatbed truck to trundle a streetcar, ex-Twin Cities Line No. 1310, and a stucco garage and a truss-rod flatcar, No. 1236, originally DM&IR and then Duluth & North Eastern. With so much stress and strain, no wonder the gear box is now out of the F600.

"I have another gear box to replace it," Railfan 175 reports, "but we need a pole-type garage building in which to do maintenance work on the F600 and on our dump truck and pick-up truck and on our big newer C800 semi-truck that came with a Fruehauf trailer."

We asked Don, "When did the Railroad Museum originate?"

His answer: "Let's say in 1963, I first looked at a 0-4-0T and thought of the Museum as a solution to my wish to run a steam locomotive. But having no place to put the old girl, I didn't buy her. Three years later, my friend Herman Schmaltz and I considered the possibility of buying a Koppers Coke Company 0-6-0. Our bid was the highest, but an even higher bid was submitted later, and she has since been built into the Depot House Cafe at Rochester, Minnesota."

Herman died of a heart attack one cold January night in 1967 while helping a lineman who had trouble with power wires. Shocked and saddened by the loss of a good friend, Don decided to set up the railroad museum himself, with whatever volunteer help he could get. And that is what he did. That January, he remembered Herman's mention of having seen a newspaper ad for a 2-6-2T that a Florida man named Chester Holley wanted to sell. So he phoned Chester. The steamer, rated at 45 tons, was still for sale. And the Chicago & Eastern Illinois agreed to ship her

Kathy Mead and Chris Stenborg on baggage cart in front of former Hamel depot that is now part of the Minnesota & Western Museum at Annandale.

John Haack, 118 1st St. E., Maple Lake, Minn. 55358

on a flatcar from Tampa to Minneapolis for about $1,500.

Don quickly made a down payment on the engine. Then he exhausted his financial resources to pay the rest of her cost, thus finalizing the sale. But the loco had to stay in Tampa until the price of haulage, later raised to $2,700, could be met. That was in 1969. En route to Florida to take possession of the 2-6-2T, his automobile caught fire near a small town in Tennessee, where he was stranded impatiently for a whole week. Being a mechanic, Don took the motor apart in a summer temperature of 104 degrees, slightly less than the 108 in Minneapolis on the day of his birth.

MANY GALLONS of water later—"I drank the water," Don says—he re-assembled the guts of his car; but that night he couldn't get the damned thing started. A complete teardown at a garage next morning revealed a caved-in piston and all cylinder walls badly scoured. Crossing the nearby state line into Alabama, he tried to get a replacement from an auto salvage place. No luck.

So he ordered one from Atlanta. Eventually, he was able to drive his car out of the garage. But at the summit of a mountain grade, far from a service station, he discovered to his dismay that the intense heat had blown open the top of his resoldered radiator! But why go into more details? Don ultimately reached Tampa.

There in July, 1969, his locomotive—rated at 45 tons but actually only 35—was loaded onto a badly worn Pennsy flatcar. The car had a weak deck, so weak that you might have thought it was made of balsa wood. While the loco was being loaded with the aid of a 35-ton gantry crane on the Tampa Port Authority's docks, she broke through the flatcar deck, smashing the oak stringers nailed to the deck. Four different railroad inspectors had looked at her. Each one had offered his own method for anchoring a steam locomotive onto a flatcar. The 2-6-2T was finally approved for acceptance by the initial carrier, Seaboard Coast Line, but on the way to Minnesota she had to be diverted to Jacksonville, Florida.

Meanwhile, Don's automobile was quite loaded with the boiler front on the ventilated back floorboard. The cab handrails rested on top carriers on the roof, and the main brass side-rod bearings and other parts were jammed inside the auto itself. With this setup, the locomotive on the flatcar made faster time than Don could attain with his overcrowded and patched-up automobile.

Under a scorching Florida sun his radiator was getting worse and worse. Every mile or so he had to stop. Fortunately, creeks that flowed under highways supplied plenty of water. Don would lower a bucket from a bridge, hoisting up water for the ailing radiator, and pour it in, with the motor kept running so that the new block would not crack.

When he finally caught up with his loco at Jacksonville, she was re-tied on the flatcar and his car was given a new and bigger radiator. After that, the convoy staggered on and at long last it reached Minnesota. (In 1972 she was moved from a farm to the Annandale area.) It must have been a glorious adventure!

THERE'S quite a saga, too, connected with Don's other full-size steamer: the former M&StL No. 471, a 100-ton Consolidation; but lack of space compels us to skip some of the historic details. Tom Flemming wanted to become a limited partner in her purchase by agreeing to pay Don ten dollars a month—which wouldn't buy very much of a locomotive!

The sale was closed with a down payment on August 25, 1967, the balance to be paid by October 31, 1968, when the engine was to be removed from the brickyard where she had been acquiring dirt and rust for many years. In his rush to release publicity on this good news, Don mistakenly listed the 471 as a 2-8-2. Weeds and underbrush grown up thickly around her had kept him from knowing her wheel arrangement.

Unfortunately, his publicity brought thieves out of hiding. On the following week-end, parts of her airbrake system were mysteriously missing. Don suspected someone connected with another museum. The next spring the brickyard was sold. Its new owner using it as a boatyard kept the 471 on his premises to advertise his boat business. He wouldn't let Don set foot on the land for over a year and even objected to his walking by on the shoulder of a public highway.

"I had to file a lawsuit to recover my own property," our *Interesting Railfan* tells us. "But once allowed inside the yard, I had the engine moved out promptly. Arriving on Museum land, she was placed on our previously-laid and granite-chip ballasted 90-pound rail.

(Top) View of the museum from Hwy. 55, showing 1886 and '88 Duluth, South Shore & Atlantic coaches. View from East Hill bottom, picks up open end coaches, steam loco, streetcar, depot, and other interesting items.

Photographs by Don Lind

DURING ONE of his college vacations Don had applied for a job on the Northern Pacific, which promptly turned him down.

"I have always wanted to work for a railroad," he says, "but if you can't, I guess the next best thing is to build your own," which he is doing. "Many railfan friends are helping to create our Museum. We're all having fun, more or less, and that is what counts. I only wish we had fewer problems and more help. (Don't we all?) Money and time would go a long way toward solving them."

John Haack of Maple Lake, Minn., writes: "I first met Don Lind through a local newspaper account of his bringing a steam locomotive—a 'dinosaur' from a past age—into Wright County, where we both live. It fascinated me because my father is a Chicago & North Western locomotive engineer. I can't recall which impressed me more in the newspaper photo: the giant locomotive or the frail-looking Don Lind standing beside her.

"Later, while serving as a director of the county's Historical Society, I met Don. Neighbors and county officials had been asking querulously, 'When will the Minnesota & Western project be completed?' At this point I began recruiting volunteer local help for it. I realize how Don must feel. It's easy for people to point fingers, raise eyebrows, and tell others what needs to be done. Actually doing it is not so simple. Don will succeed if people rally to his support.

"I'd like to see the Wright County Historical Society get behind him *financially*. The moral support they have been giving is not enough. There surely must be Federal grants for worthwhile projects like this one. Don has already put into it $40,000 of his own money, plus time and effort. Money, labor, and understanding are in short supply. Don needs all three. You should see what he and a gallant band of helpers have carved out of a 36-acre lot under incredible odds."

DON LIND stands about two inches short of six feet, has a slender physique, and weighs approximately 154 pounds.

"My hair is light brown," he says, "except for the time at Chaska when I cleaned the ashes out of the 471's smokebox and then cleaned her flues. At that time my hair was black, and so was the rest of me. My eyes are green. While doing such jobs as painting coaches, engines, or the depot, or applying an asbestos coating to a coach roof, my appearance is rather sloppy. You never wear good clothes at such times."

"I don't smoke," he adds. "I let the steam engines do that. Nor drink liquor. But I manage to survive in today's society without alcohol and tobacco. By not drinking you can reduce the cost of your auto insurance. I understand that more than half of the nation's highway fatalities are caused by drivers who drink. Sometimes I get real mad, but the railfans don't know that because it usually happens when nobody else is around. I find Government red tape frustrating and zoning-board problems irksome."

When Don was a small boy his family had a brown and white female cocker spaniel named Peppy. He liked to put a bone for her in a model dump-car, manually dump it, and watch her catch the bone in mid-air before it could hit the floor. During his junior high school days, the boy went around in Minneapolis collecting old newspapers for his Boy Scout troop to sell. Later, with his dad's help, he built a wooden rack to fit a wagon and he assembled tons of papers from blocks around, all tied in bundles, each month filling half of a double garage for a dealer to pick up. That was in 1950. With the money thus earned he purchased a Lionel Santa Fe model freight set to supplement the rolling stock his parents had given him for Christmas in 1943.

He graduated from the Univer-

sity of Minnesota's Institute of Technology in 1959 with a bachelor degree in mechanical engineering. During his college summer vacations he had worked as a machinist in the same shop where his father was employed. His experience on this job, plus his college training, contributed much to his Museum project.

Mechanical engineering has been his main employment ever since and has paid the expensive moving bills for the M&W's full-size quipment. But in recent years the engineering profession has fallen off. Don gets part-time jobs at various fairs, particularly the Minnesota State Fair, where most of his fine collection of 0 gage scale and Lionel model engines and cars have been operated and badly worn out. This equipment is rebuilt during the winter months.

"Our scenic HO layout, 'The USA in Miniature,' is being shown again this year throughout the country," he tells us. "Nephews, nieces, and other relatives help to operate it and our Caboose concession. Lack of a suitable income in recent years is the main reason why I've never married. Besides, I rarely see single girls on fantrips or around railroad yards. Where do the photographers find females to pose for your magazine?" magazine?"

He adds: "The material for our Museum library is stored in various places. We really need a librarian of either sex, someone to catalog and maintain our files of *Railroad Magazine,* other rail periodicals, books, timetables, and additional material."

Now listen to Walt Dunlap, 7 Elba Ave., Eveleth, Minn. 55734, who nominated Don Lind for our *Interesting Railfan* series:

"Don must do things in the least expensive way. I remember the day we finally got the trucks under one of our coaches. The car had been jacked up on cribbing. Rail was laid under it and a small cat was used to urge the truck under the car and onto the rails. Then the car was slowly lowered onto the truck. This apparently simple process took all day, one truck at a time; but the thrill of seeing the car roll a few feet along the shining rails was worth all that time and effort."

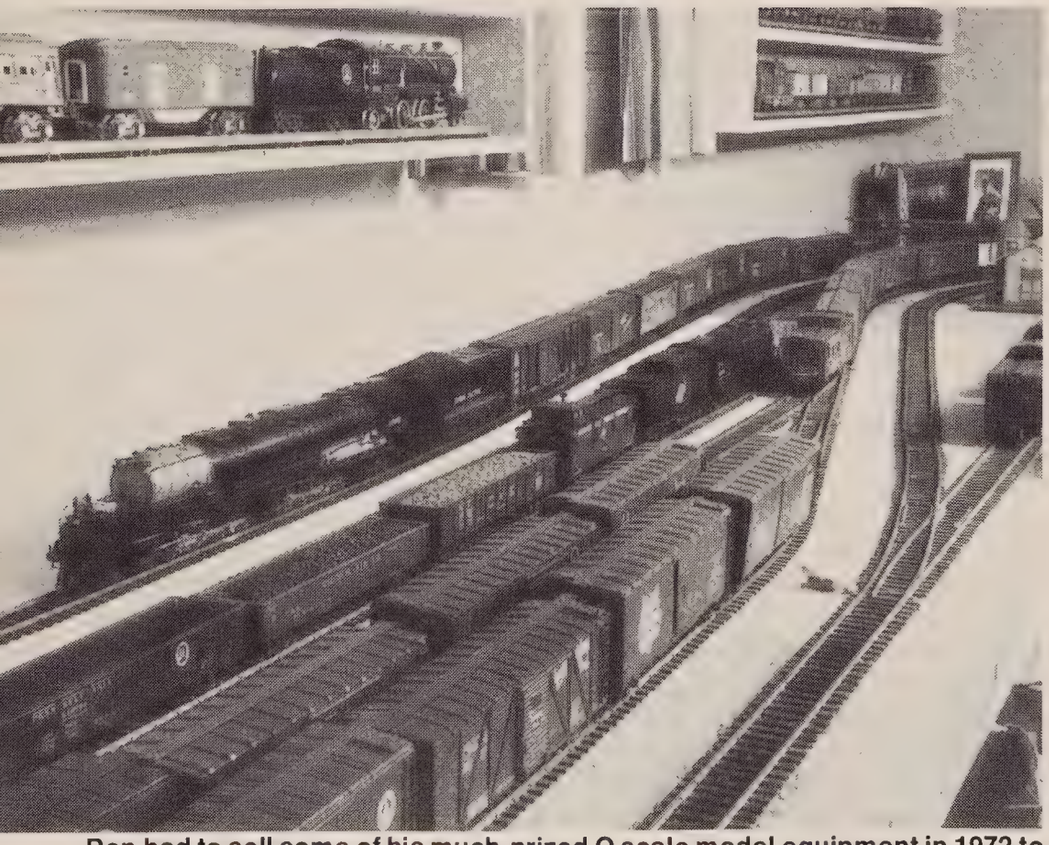
Walt says that Don's collection may weigh hundreds of tons but that Don himself is sensitive to natural wildlife. A map of the Museum drawn by Ron Keagle shows a developed Minnesota & Western setup with a place reserved for the native cat-tails and bullfrogs, and Don is nurturing a patch of wild strawberries.

Though Annandale has an historical museum just two miles down the road from the M&W, too many residents fail to appreciate the value of this irreplaceable railroad equipment. They don't understand why Don has taken so long for the amount of progress he has made. What he desperately needs is the kind of help that has been given for years to the other museum. Any assistance from railfans in the Twin Cities area will be greatly welcomed.

"One night in my home," Walt Dunlap writes, "we had a rail-movie show. Don entertained us with films of *The Flying Scotsman* passing through Minnesota. They had been taken from his automobile while he was pacing the train. I asked who'd been driving. Don admitted he'd been at the wheel and filming at the same time. It couldn't have been easy for him to manipulate the camera and stay on the road.

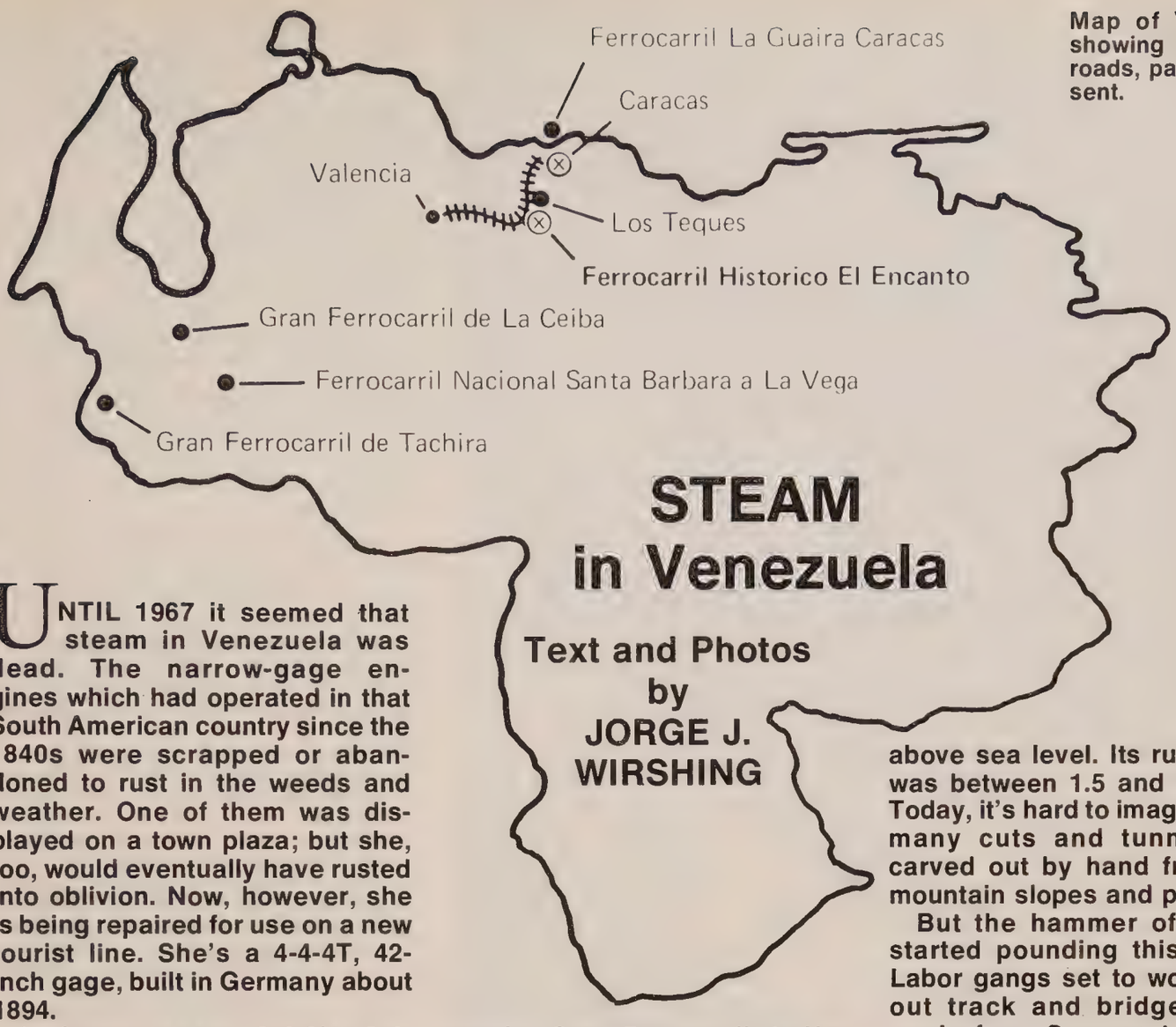
"Twice he was interviewed on Twin Cities television—I was a gandy dancer with him on one of the interviews—but it brought the Museum neither financial reward nor any appreciable volunteer labor. I hope your write-up will bring us a few additional helpers. Restoring heavy relics is tedious work, but is also creative and satisfying. I have done some of it and I revelled in the joy of waving to a Soo Line freight crew from my perch on the running board of the last M&StL steamer. It felt good.

"Don's vision of a privately-owned Museum reflects primarily Upper Minnesota's railroading. His present conflict with land commissioners is serious and could even scuttle the project. Very few people, it seems, especially public officials, can visualize any good coming from a display of neglected, unpainted, railroad equipment. Don is capable, hard-working, and of sterling honesty. But the Museum is just too much for one man and a few volunteers to handle." ●



Don had to sell some of his much-prized O scale model equipment in 1972 to pay for shipping locomotive 471 from Chaska, Minn., to his museum.

Photograph by Don Lind



Map of Venezuela showing steam railroads, past and present.

STEAM in Venezuela

Text and Photos by JORGE J. WIRSHING

UNTIL 1967 it seemed that steam in Venezuela was dead. The narrow-gage engines which had operated in that South American country since the 1840s were scrapped or abandoned to rust in the weeds and weather. One of them was displayed on a town plaza; but she, too, would eventually have rusted into oblivion. Now, however, she is being repaired for use on a new tourist line. She's a 4-4-4T, 42-inch gage, built in Germany about 1894.

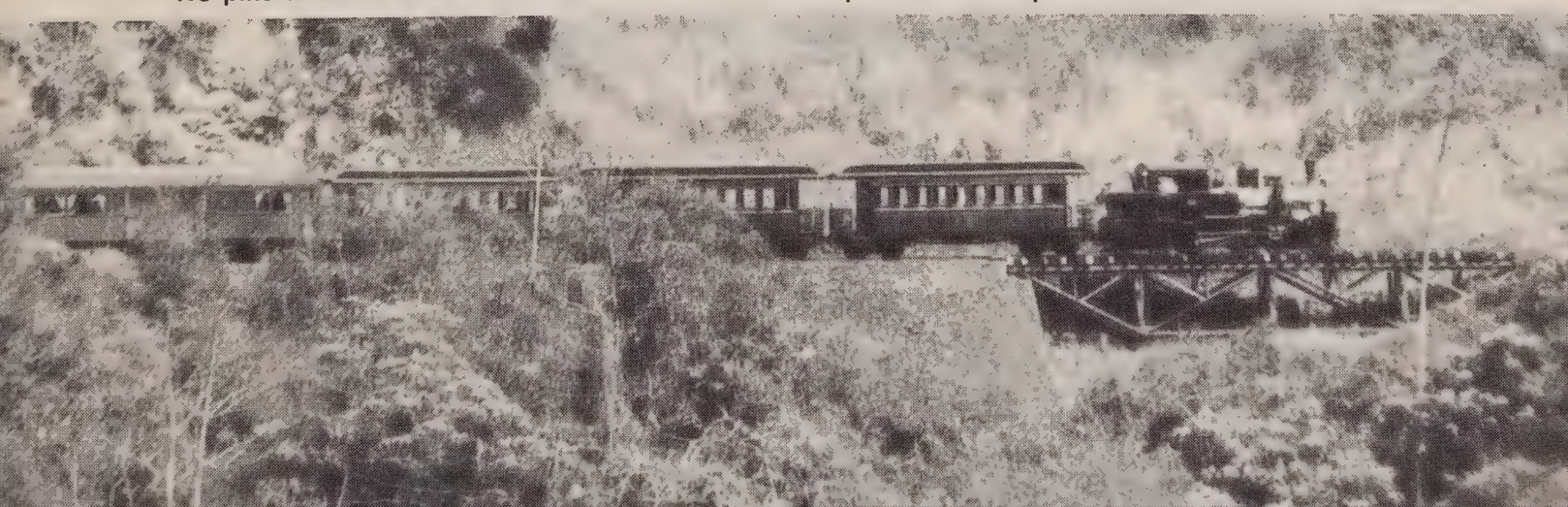
In former years, 2-4-0's, 2-4-4T's, 0-6-0's, 2-6-2T's, and locos of other wheel arrangements had pushed and pulled passenger and freight trains over steep grades and broad flatlands, their toughest jobs being in the high Andes. At that time the nation's railways included the British-owned *Ferrocarril la Guaira-Caracas,* the *Gran Ferrocarril de la Ceiba,* the *Ferrocarril Nacional Santa Barbara la Vega,* the *Gran Ferrocarril del Tachira,* and the popular *Gran Ferrocarril de Venezuela.*

The last-named line outlasted all the others into modern times. Inaugurated on February 1, 1894, by German investment and management, it operated for 110 miles from Caracas, the capital, inland over the mountains to Valencia. Its trains roared through 86 tunnels, crossed 212 bridges, and climbed steep grades to Los Teques, 1,037 feet higher than Caracas, which was 2,989 feet above sea level. Its ruling grade was between 1.5 and 2 percent. Today, it's hard to imagine that so many cuts and tunnels were carved out by hand from sheer mountain slopes and precipices.

But the hammer of progress started pounding this rail line. Labor gangs set to work tearing out track and bridges up the grade from Caracas toward Los Teques. Then in 1967 Fate intervened to preserve the most scenic part of the route, the six-kilometer ride from Los Teques to a national park known as Parque el Encantro (The Park of Enchantment).

Ever since the road started operating, travelers were thrilled by this veritable oasis on the mountain side. There were tall, stately, tropical trees and spectacular mountain vistas. Railroad

As seen from a telefoto lens, the Venezuelan train ascending to Los Teques from the park suggests an HO pike where its owner built audicious mountains. Up ahead loom quite a few tunnels.



German-built 4-4-4T crosses one of the steel trestles near Parque El Encanto. Car nearest the locomotive is a specialty-built scenic coach.

officials set up a special stop at El Encanto, where people could ride the rails for pure enjoyment. The trip caught on so well that on Sundays a special train, loaded with happy picnickers and lunch baskets, would leave the capital at 7 a.m. and return late in the afternoon. There was no other way to get to the mountain park.

This delightful route would have disappeared altogether, rolling stock and all, if it hadn't been for Dr. Enrique Tejera, a government official and railfan who never forgot having visited the park with a Boy Scout troop in 1933 and being greatly impressed by its potential as a national park. But in 1967 the railroad was being dismantled.

Ironically, the idea to save the rest of the *Gran Ferrocarril* came from Washington, D.C., in 1967, where Dr. Tejera was then stationed as Venezuelan ambassador to the United States. Shortly after he learned of what was happening to the railroad, he returned to his native country in hopes of saving it, even at that late date.

Near Los Teques he saw a steel railroad bridge being cut up for scrap. "Stop that!" he shouted to the workmen.

The foreman was astounded. "But, sir," he said, "we have government orders to tear up this railroad."

"I am the Government," Dr. Tejera declared, "and I order you to stop."

The men laid down their tools. That started a new tourist line, the *Ferrocarril Historio del Encanto.* Dr. Tejera raised funds to rebuild the railroad, especially the right-of-way to the park. In the Senate, skeptical colleagues questioned the feasibility of his project. The railroad champion asked the Senate for the equivalent of $116,750 to begin work on preserving what was left of the rolling stock and for repairs on the mainline.

At first this sum was left out of the budget. Dr. Tejera demanded: "We must save the railroad and its access to the park." To skeptics who said there was no money, he replied: "Then we'll get it by raising the tax on cigarettes."

The money became available; the railroad was saved. Dr. Tejera could not have wrought this miracle without the help of other government officials such as Dr. Antonio Agostini, past president of the Institute of National Parks and president of the Museum of Transport at Caracas, which has more than 15 locomotives on display, various streetcars, and narrow-gage passenger cars from Europe and North America. On Sundays, a 30-inch-gage 20-ton steam loco (Baldwin, 1930)

runs from the Museum with open-platform passenger cars of the 1880s.

The Historic Railroad out of Los Teques will operate daily. The station at the Museum is a restored structure dating back to 1894, when the *Gran Ferrocarril* was inaugurated. One of the steam engines on the *Ferrocarril Historico* will be the *Halcon* (Falcon), a 4-4-4T, an identical sister to the *Condor,* now being restored at the Museum. General Electric diesels will fill in if the week-end demand becomes heavy. Three 72-ton diesel-electrics built in 1951 have been put into service.

Enthusiasm is so great that two meter-gage steamers that once ran on the Historical Railroad of Puerto Rico have been bought for additional tourist runs in the states of Yaracuy and Miranda. One is a rare 27-ton, 2-6-2T Glover of 1925 vintage; the other is a 37-ton outside-frame 2-8-0 Baldwin of 1927.

As of today, the Senate of Venezuela has appropriated a total of $2,218,250 for the railroad which runs to the park. Supporters of the project argued that it would (1) create employment, (2) conserve an historic landmark, and (3) preserve the mountainside park's natural beauty. Passengers will be checked to eliminate beer cans, soft-drink cans, and other litter. Venezuela is an ideal place for steam locos. Where else could they get cheap bunker fuel to run on? ●

At the Museum of Transport on Sundays we see 20-ton Baldwin 2-6-0, built in 1930. The name shell was given to her because before she was rescued she ran for the Shell Oil Co. in Zulia State. Then followed major repairs.

Gran Ferrocarril De la Ceiba *Trujillo* 2-8-0 No. 9 was built by Baldwin in 1926.

Gran Gerrocarril Del Tachira *Maracaibo* built by Baldwin in 1928 is in Caracas museum.

PHOTOGRAPHS OF THE MONTH

A lass who loves trains. Joan Hatch counts five diesel units on fast freight rolling northward on Seaboard Coast Line through Green Cove Springs near her home in Jacksonville, Fla., in 1972.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Philip R. Hastings, M.D., 110 Sunset Rd., Waterloo, Iowa 50701

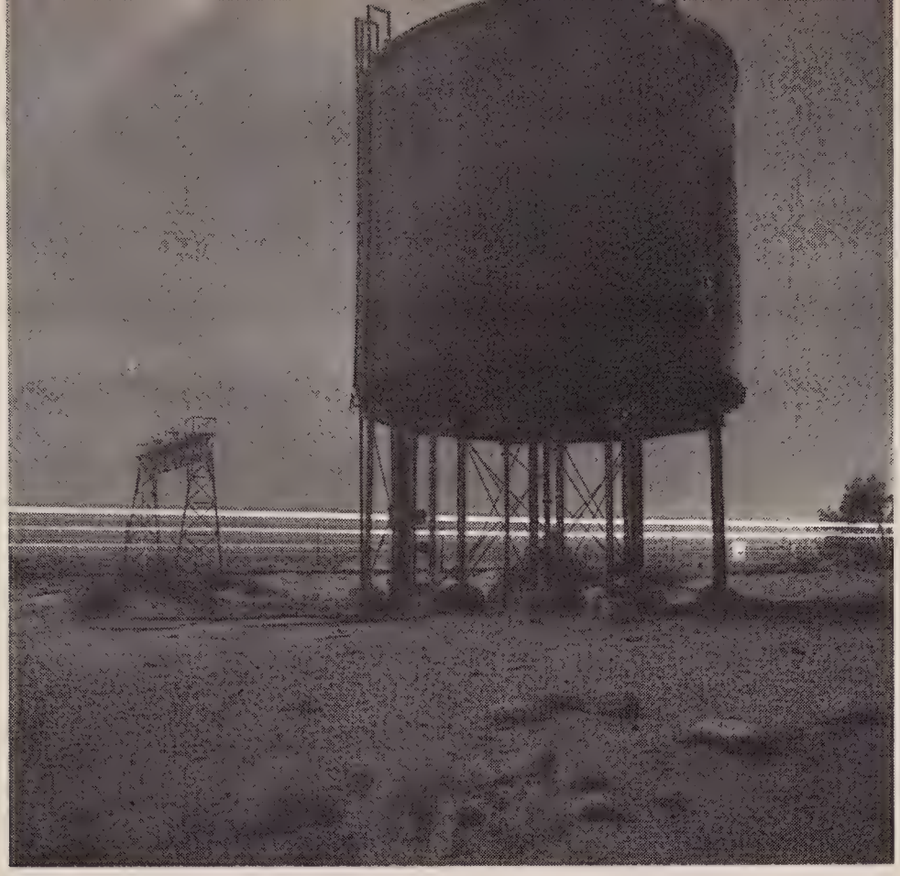
Milwaukee in Spokane. Venerable 4-6-2 No. 889 pulls *Olympiad*, coupled just ahead of road 4-8-4 No. 262 at Spokane, Wash., to help keep 16 on time over 21 hilly miles of Union Pacific track to Manito, where the big S-3 can take only about 1300 tons without assistance in summer of 1951.

Mixed consist: Little River Railroad loco 110, ex-B&O van and boxcar, and ex-Central Soya (now LRRR) 213 at the rear. No. 213 is under restoration by Little River member John Marty who bought Plymouth engine from scrapyard in Decatur, Indiana.

Charles Willer, 209 Powers, Angola, Ind. 46703

Union Pacific Big Boy on point of freight train at Devils Gate, Weber Canyon, Utah, in 1940s.

Union Pacific Railroad



Memories of the
STEAM AGE

(Left) Garnet, Calif., on the Southern Pacific. Near here, boomer conductor Bill Knapke rode the car tops to halt a runaway freight on a mountain grade. Long afterward, his cremated ashes were strewn on the track. Near here, too, boomer brass pounder Harry Bedwell saw the installation of CTC. Today, an empty tank, no more stops, a heavy duty diesel mainline.

(Bottom) A feeling of vast emptiness is completely overwhelming in a visit to this deserted roundhouse of old Central of Georgia shops complex at Savannah, Ga., on a chilly late autumn day in 1975.

A St. Augustine gal who calls herself Michelle Traintime visited cab of Southern's 4501 just before railfan excursion left Simpson Yards in her home city last Sept. 26th on trip to Valdosta, Ga.

Photo left and above from Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220

SP westbound freight led by SD45T 9188 growls through snow at Yuba Gap, Calif., in Feb. '73.

British Columbia's Royal Hudson Jubilee Tour Train, headed by Hudson 2860 and operating as Burlington Northern's Second 793, is seen passing marina in Mud Bay west of Colebrook, B.C., enroute to Seattle and points south.

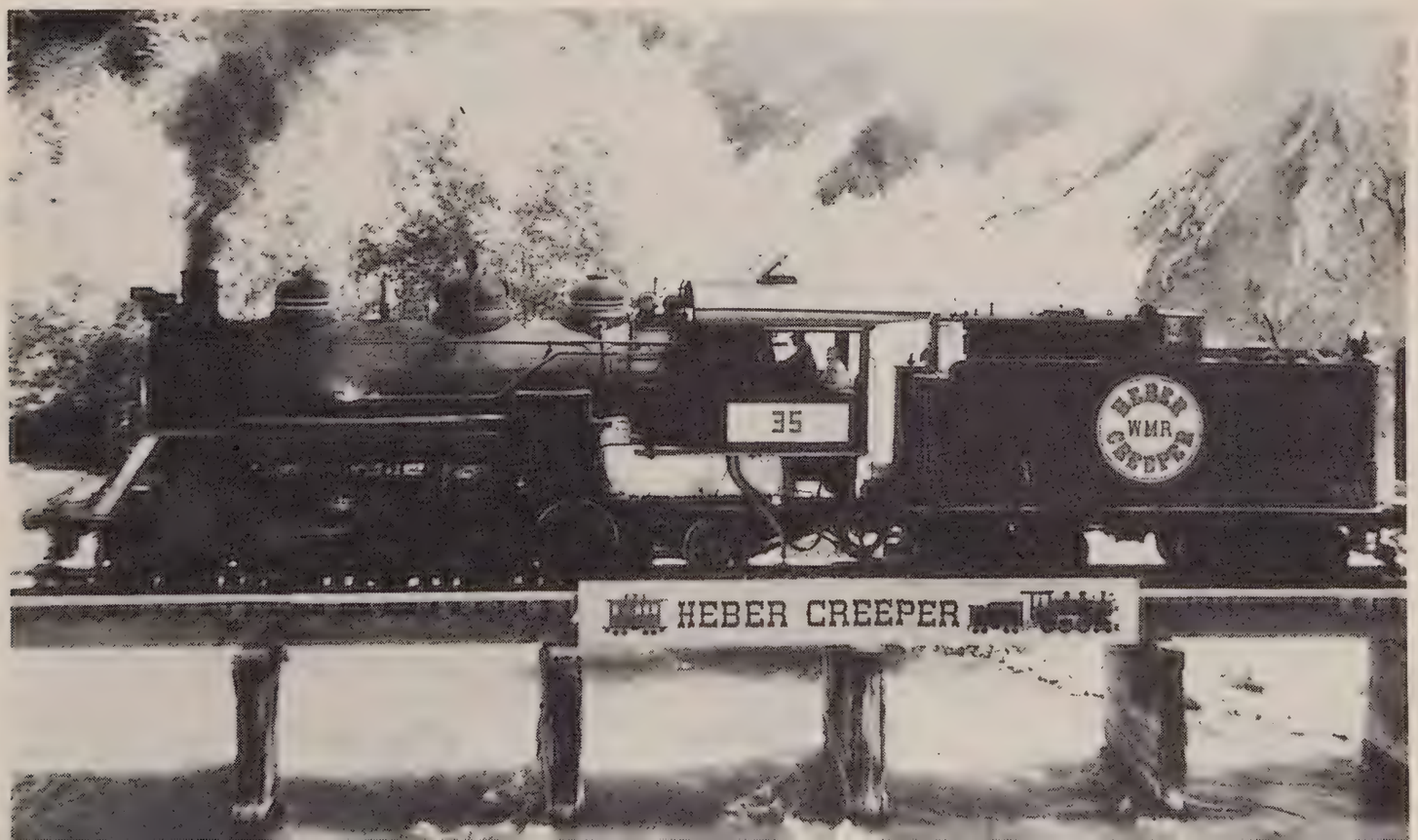
Beatrice Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

Although there's seemingly no end to Railroad Avenues and Streets, this place in Beulah, Mich., answers to Narrow Gauge Road.

Sam Breck, Jr., 306 Westwood Ave., Ann Arbor, Mich. 48103

(Top) Member of all-female train (except engineer and fireman) crew watches for end of train to clear runaround track on Utah's "Heber Creeper" Wasatch Mountain Ry. Line's Mike No. 35, (bottom) crosses racing stream after leaving Bridal Veil Falls on its run to Heber City, 45 miles east of Salt Lake City on U.S. 40. Season is now in full swing with daily trips through summer months, and then weekends into the early part of October.

Both photos from Marc S. Balkin, 30 Jolen Dr., Hillsdale, N.J. 07642.



Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

The major part of this once-great Pennsy edifice, upper section shown in 1971 with a GG-1, became one of the most disreputable-looking busy stations we have ever seen. But Amtrak has decided to improve the drab passenger waiting area on the ground floor, rehabilitate the dingey roof and portico, paint both the exterior and interior, install much-needed modern washrooms, and repair existing platforms. The job, to begin at once, will cost $314,000.

Railway Equipment Division of Rexnord, Inc.

A far cry from the oldtime gandy dancers. As a tie-saw (foreground) removes old ties from a railroad bed, a one-man Nordberg scarifier and tie-inserter automatically prepares the bed and installs new ties in about four minutes. It would take two men 15 minutes to put in one tie sans device.

Introducing One of Our Photographers

It seems that *Railroad Magazine* is read everywhere. Here is William T. Morgan (P.O. Box 6469, Oxnard, Calif. 93031) perusing our Dec. '76 issue near Scott Base, Antarctica, while squinting into the sun for this self-portrait. His camera, with a timer, rested on a snow bank. Photo was made last Jan. 13th, when the day was 24 hours long and the temperature a mild 32 degrees F. Bill writes: "Having photos published in *Railroad* brings me a lot of interesting mail. For example, the other day I got letters from two females. One said she had seen my photos and articles, do I write poetry, and would I write a poem for her? 'A last question,' she added. 'Are you unattached?' *(Ed. note,* Yes.) The other female was more direct. She wrote, 'I need you, honey'."

Union Pacific Scrap Yard in Omaha a Long Time Ago

How Many Old Steam Locomotives Are Represented Here?

Photograph from Union Pacific Archives

A Crossing Flagman

Twenty Minutes Late

by EDWARD J. FREY

ALTHOUGH everyone acquainted with Ralph Slater seldom saw him in other than a resting position, his work was always done. No floor was cleaner, no window was brighter than in the station at Milltown where Slater was operator.

He did not do all the work himself. He hired a boy for a small sum and nagged the kid until the place was spotless. Then he'd climax this by offering to match coins with the young station helper to see whether he should pay double or nothing! Which illustrates, more or less, Ralph's outlook on life, and also indicates why he wasn't the road's most popular man.

In its early years Milltown had been a hamlet consisting of a post office, grocery store, feed mill, foundry, a few houses, and the railroad station. The foundry workers lived down by the river in company buildings. A long curving spur led from the freight siding in front of the depot to the foundry, while the freight track ran parallel to the mainline siding, past the freight house, and dead-ended in front of the feed mill.

The branch line which served Milltown consisted of 24 miles of single track with passing sidings at each of the thirteen stations, four of which lacked either agent or operator. Milltown was one station east of the middle.

This story would have been different if train 319 west had been on time that day. As is was, 319 was twenty minutes late, which changed its passing time with 364 east. Normally they met at Milltown, but this day when 364 arrived there the order board was against her. New orders had been issued to pass 319 at Barkalow, three stations to the east.

This story likewise would have been different if Slater were other than a very lazy man, for instead of toting the mail to the post office he waited for the mail from 319.

At the end of the branch was Glendon, a typical railroad town. One of its inhabitants was Tony Esposito, hostler at the roundhouse. Engineer John Edmonds waved to Tony as he started east with train 364. The hostler was cleaning the fire on No. 868, a big freight hog.

What happened next, or how, no one ever found out exactly. Tony's helper was in the roundhouse wiping a ten-wheeler that had just pulled in and knew nothing about it when the news came. Anyway, the big freight engine was gone, and so was Tony. Several hours later a little girl who had been picking flowers along the track when 868 went by told how she had seen the big engine going down the track with Tony about fifty feet to the rear, running after it!

On being questioned, the helper told how he and Tony had often been pestered by boys who threw stones and soda pop bottles. He said that a mischievous kid might have started the engine, but could not explain why Tony had been afoot.

AND SO the 868 trailed through three switches, twisting and bending the head rods before she hit the main—an occurrence impossible today, when these switches are protected by derails. With a boiler full of water and a

nice clean fire heavily coaled over, she rolled along. She traveled the first mile at maybe fifteen miles an hour. Pete Sheer, the agent at Penton, was mildly curious as he heard her clanking past. His curiosity was concerned only with her number, for his report book, so Pete's chance to prevent the telling of this story was gone.

The old freight engine had the road to herself, and she began making railroad history. Two miles farther east was Fir Hall. Henry Naughton, the operator there, estimated the 868 was rambling at twenty-five miles per hour. He was the first man to notice she was not carrying flags.

Naughton started the fireworks. He called Glendon, but Glendon knew nothing of it, for the roundhouse was a quarter-mile east of the station and Tony had been there alone. The brass pounder at Fir Hall let the gate down for 868 and waved at her ghostly engineer without noticing anything wrong.

Millbrook was the next station, but had no agent. Then came Burnville, whose operator was in the freight house blissfully unaware of the chief dispatcher's frantic call. By this time operators all along the line, fascinated and horrified at the impending disaster, had forgotten all other business and were listening for news of 868's epic run.

Unable to raise Burnville, the chief dispatcher tried the next station, Baker's Ridge, with no results. Lew Corson had not yet returned from the post office where he had taken the mail bags unloaded from 364. He had been gone plenty long; but he was a young man and there was a saucy-looking girl at the post office. The next station was Lynn, which had no operator. After it came Milltown; then Starline.

The old engine rumbled through Burnville and over the hill to the east. The Burnville baggageman noticed her absence of flags and guessed she was running wild, but was too far away when he saw the locomotive to board her. He ran down to the freight house and told the operator, who rushed to the telegraph office to listen as the wire called frantically for help.

EIGHT MILES of down grade lay ahead of the freight engine. This she covered in record time, especially so between Burnville and Milltown. No one could have boarded her as she sped through Baker's Ridge.

About a mile and a half east of the Ridge, the section foreman, Bill Richards, was coming up the hill with a hand truck loaded with about thirty ties. Richards himself was protecting the east with his flag, while old Bill Simpson was walking ahead up the hill with another flag. Simpson was on the alert and saw 868 when she was a mile away.

Standing in the middle of the track, he began to flag her down. It didn't take the runaway long to get to Bill. To his surprise, he did not receive the usual signal to inform him his flag was seen. He stood at his post until the engine was almost on him. Then he jumped aside, grabbed a handful of cinders, and threw it at the cab window.

She roared by. The gandy dancers hastily abandoned their truckload of ties, which thereupon rolled down the hill, picking up momentum as it went. Bill Richards said the 868 seemed to pause as she hit the truck, and it looked as though she'd derail herself.

Ties flew in all directions. On went the 868 unscathed, with several ties and the remains of the truck in her teeth. Past Lynn she sailed, with her pops roaring, then under the wagon bridge and out of sight around the curve. A gang of wire men on a hand-car were a half-mile ahead. Clarence Hanse, the foreman, saw her and noticed the absence of flags. They just had the hand-car clear when the maverick engine shot by so fast that her connecting rods were a blur.

No. 319 was past due and was facing certain destruction unless a miracle happened. The wire men listened fearfully. They heard a roar as 868 crossed the river trestle west of Milltown. Then silence. A few seconds later came the faint, long-drawn-out, metallic sound of a collision. Putting their hand-car back on the track, they hurried eastward.

MEANWHILE, what was Ralph Slater doing? Slater had not taken the mailbags thrown off 364 to the post office. He preferred to "kill two birds with one stone." He waited for the westbound mail from 319 and then took them both to the p.o. He was sitting back in his office chair with his feet on the desk, dreamily thinking of his troubles, when suddenly his sounder took on a new note.

He heard the wire describing the story of a wild engine. Now the chief dispatcher was trying to get Corson at Baker's Ridge. At length Corson answered.

"Runaway engine headed east. Ditch her in sand pit if possible." He heard Corson's "O.K." Slater leaned back and listened while the chief tried to get Starline. It was none of his business.

Old Sam Bohme, at Starline, was not in. He had a long walk to the post office and was not back, or at least he did not answer. However, it was all right. Corson would ditch the runaway in the sand pit and then, if it was necessary to give 319 further orders, the chief would call Milltown. Slater glanced up at his clock and yawned. No. 319 must be pulling into Starline now. Yes, she was fifteen minutes late and should be there.

Then abruptly his feet came off the desk. His sounder was pounding out Corson's despairing message. No. 868 had beaten him to the switch and was approaching fast. The chief was still calling Starline, but got no answer. Presently, Starline answered, and all hope was gone. No. 319 was headed west beyond recall!

By this time the sounder was calling Milltown, but Slater needed no instructions. He raced to the switch west of the station. This he locked open. Then, nearly in front of the station, he came to the foundry switch. Here was a problem.

If he opened this switch, the engine's momentum might throw her from the rails, for the foundry switch led to a long curving track. But it would be worse if she stayed on the rails and followed the curve to the foundry.

If he let her in on the freight track, she would be derailed at

the end of the spur, but she would demolish the feed mill and the unsuspecting men who were working in it. The ordinarily lazy brass pounder had to be sure.

No. 319 was tailing up the hill, and usually took three minutes to make the grade from Starline to Milltown. The runaway was twice as far, but was headed downhill with no guiding hand on her throttle, and would enter Milltown with blinding speed.

Which would get there first? If he could be sure 319 could beat the runaway, he'd switch her onto the siding, and let 868 go on to Starline, where old Sam. Bohme could let her jump in the swamp at the end of the coal trestle. Slater decided not to take the chance. It was up to him to ditch the runaway. He made a decision.

Unlocking the foundry switch, he threw it over. The lever of this switch lay on the ground, for it belonged to a ball switch—just a lever about two feet long with a heavy iron ball on its end. Slater experimented with it, but found it would not stay open as he wanted it. There was nothing to keep it open and no time to look for anything, so he decided to *hold* it open.

If 868 took the first switch and kept on the track, he'd be all right. He guessed she would, because the switch was on the high side of the curve and a little straighter than the main track. But if she left the rails—well, Milltown would be without an operator.

Everywhere, helpless men listened to the frantic calling of the sounder. All other business was forgotten. Tight-lipped men cursed impotently. "The sleepy bum!" "He'll pay this time!" and so on.

BACK IN THE DAYS: Honeymooners . . . *Harry C. Temple*

RALPH SLATER stood at the switch and listened. A roar from the west told him that 868 was on the river trestle, and the briefness of the roar suggested her terrific speed. He heard No. 319 whistle for the crossing half a mile east.

The 868 shot around the curve. Slater watched her wonderingly. She hit the switch and rocked. Slater wanted to drop that ball and run, but he stayed. She held the rails, and with a roar was upon him.

The ball was torn out of his hands, and he dropped back while No. 868 hit the dirt. She rolled end for end, well off the right-of-way, landed in the station coal-box, demolished it, and stopped in a pile of ruins. For a moment the steam roared out of her burst pipes, and then she died.

Slater went back to his station and set the order board against 319, which had just come around the bend from the east. His sounder was still calling for him.

When Joe Thomas, No. 319's conductor, came in, he saw the Milltown operator grinning as he used a whisk broom on his coat. With a wink at Thomas he opened his key and answered. They both listened to the instrument while a choice assortment of names that only a chief train dispatcher can use burned up the wire. Then his sounder was quiet. Ralph Slater opened his key to reply.

The rest of the railroad was listening expectantly. This is what they heard: "Train number 319 westbound arrived Milltown twenty minutes late for orders."●

TRACKSIDE
in the Diesel Age

With Jim Edmonston

ALTHOUGH this is a diesel column by design—and Heaven knows there's enough diesel news to fill it!—I can't resist poaching in Mike Eagleson's territory a little by telling you that two large steamers are coming to my area.

One is the great Texas & Pacific 2-10-4 No. 610, which Southern Railway has leased (not bought, as had been reported) for the 1977 summer season. The big Lima has been painted in Southern splendor of green and gold and is scheduled to run out of Cincinnati, where I live, on July 16th and 17th, round trips both days. Southern is glad to operate the largest steamer on the continent. (Largest on earth, Mike?)

Other Southern steamers are not in mothballs, however. No. 630 has been highballing out of Alexandria, Va., and No. 4501 is scheduled for St. Louis and Evansville, to name two locations.

Mike's department (page 11) covers the other steamer, Reading 4-8-4 No. 2101, leased by Chessie System. I just want to say, with local pride, that she'll be in Cincinnati from Chicago on August 7th, then make a round trip to Chillicothe on July 13th and go to North Vernon, Ind., on the 14th, and on to Huntington. This area will see a nostalgic smoky summer.

MY FIRST LOOK at B&O's new SD-40-2's was of 7614 and GP-40 4035 struggling up Glendale Hill northbound with Toledo 92. They were wide open and making about 10 mph. The 92 is an old-fashioned tonnage drag, made up of returning auto-parts cars and racks heading for Detroit, usually brought up to its limit by the addition of large slugs of lake coal off the Louisville & Nashville. The 7614's train had 123 cars, over half of them lumbering L&N hoppers, heaped high with Eastern Kentucky "gold." They didn't waste time breaking her in, and 7614 was doing her best to prove herself worthy of that number. B&O's first 7614 was a half-million-pound Baldwin 2-8-8-4, class EM-1.

VIRGINIA & MARYLAND RY. began operating April 1, coincident with Conrail's anniversary. This new line, headquartered at Cape Charles, Va., covers the 63½ miles between Pocomoke City, Md., and Cape Charles, Va., over the old Penn Central main, plus the carfloat service between Cape Charles and Little Creek, Va. (26 miles across Chesapeake Bay), and the 7 miles from Little Creek to connections in Norfolk, Va.

Interesting Railfan Bill Withuhn, a V&M official, says the road's first locomotives will be Alco RS-3's. That brings back memories. I lived in Pocomoke City in the summer of 1953 while helping to build the barracks of Chincoteague Naval Air Station, some 10 or 15 miles to the east. I can't recall what happened during the day, but 10 to 11 p.m. saw a southbound hotshot through Pocomoke City, pulled by four Pennsy RS-3's. There were mostly reefers. In those days many ice-bunker cars were still running. What will the new V&M haul?

Besides forming a link between the remains of Conrail on the shore with Norfolk, Va., what other source of traffic will the new owners look to? It was originally thought that V&M would operate 150 miles of disconnected branch lines in Maryland with trackage rights over Conrail; but this operation was put up for bids. A Washington, D.C., consulting firm named Railvest, Inc., is interested.

Mike King, 13212 Twinbrook Parkway #203, Rockville, Md. 20851, knows of nothing yet on V&M's motive power. Perhaps a reader in the area can fill us in on the first revenue run, locomotive roster (with info as to previous owners of locos) and outlook on traffic.

APRIL, 1977, issue of *Rails Northeast* finally gets to the crux of mixing of the leased Canadian National units with those of Conrail. Some CN units were equipped with 26LU unitized air-brake systems. When a 26 LU was in the lead of units with different systems, there could be excessive brake cylinder pressure following an automatic application. So Conrail initially decreed that the CN units not be mixed with CR power. As we have seen, this did not last long; units with standard 26L brakes were mixed with like CR power.

Nothing is clear on the reason why CN units were not leased again to Conrail. One strong rumor is that excessive theft and vandalism occurred aboard the newer locos, and figuratively every appliance that was not nailed down was stolen. This is speculation, but must have some basis. Will CN have the same problem with the L&N?

There is a firm report, however, on new units ordered by Conrail. The big system's first new power will total 175 units. Breakdown as follows: 18 GP-38-2, 33 GP-40-2, 83 SD-40-2, 17 B-23-7, 10 C-30-7, 10 U-23-B, and the four U-36B's that were leased from GE after Auto-Train cancelled order.

Oliver E. Wagner, Jr., 3113 N. Third St., Harrisburg, Pa. 17110, reports that Conrail apparently has joined the anti-SDP-40F campaign. The Harrisburg-Chicago runs are back in the hands of E-8's. Both the *Broadway* and the *National Limited* have been using E-8's, sometimes in combination with CR freight units.

That big Conrail "Wheels on Rails" logo is not a stencil, as many of us

Photograph by Norm Perrin

PC E-44 No. 4436 at Orangeville sand tower, Baltimore, Md., Jan. 2, 1971.

thought, but really a series of decals. This may explain why some blue units do not have the logo—the shop might have been out of decals. Oliver notes that many Erie Lackawanna units are still running in pure EL paint, while C&NW power is all over the place. Enola (Harrisburg) is still one of the best train-watching spots, but railfans should pick a spot along the right-of-way or a bridge over a portion of the yard, instead of wandering into congested trackage areas.

Conrail personnel are friendly but firm. This has always been so, even in PRR days, due mainly to the presence of the electrified sections. Do not ruin it for other hobbyists by making a nuisance of yourself. I used to like to get up on the high bank west of the tracks at Wormleysburg, just across the Susquehanna from downtown, and watch the electrified freights roll like streetcars, one after another. If you want the diesel action, try the bridge overlooking the west end of the yard.

AMTRAK will buy 10 new diesels at an estimated cost of $7 million. The four-axle 3,000-hp high-speed units will be equipped with head-end electrical power, and will meet an anticipated need for additional power as Amtrak begins its new bi-level cars on long-distance routes later this year.

The new locos will supplement a fleet of 30 similar F40PH units built by GM's Electro-Motive Division that have been pulling new Amfleet cars. Both the bi-levels and the Amfleet require the head-end electrical power for interior lighting, heating, and air-conditioning. The units will incorporate special Amtrak features which meet or exceed FRA safety standards and meet or exceed the Environmental Protection Agency's proposed 1980 noise and pollution standards.

The locomotives, like their counterparts already in use, will be geared for a top speed of 103 mph. The light weight of the four-axle units will cut down on fuel costs. They will be powered by 16-cylinder, 3,000-hp, turbocharged diesel engines comparable to those which propel 150 Amtrak SDP40F's, but the new locos will be 16 feet shorter and 30 percent lighter. Designed for use with both Amfleet and bi-level cars, the units will feature 800 KW "head-end" power, cab signal, and train-speed control equipment, intercom system, and 8-channel radio equipment.

THE FIRST of a series of tests designed to determine whether or not Amtrak's SDP40F locomotives are derailment-prone has been completed, the Brotherhood of Locomotive Engineers reports, and a BLE representative was on hand as an observer.

B.G. Crawford, a veteran of 30 years in engine service participated in the first test ride as the personal representative of President John F. Sytsma. It will probably be some time yet before a full report can be made.

Crawford says: "From what I saw and heard, there is a strong possibility that the controversial locomotive will prove to be as objectionable as so many of our BLE members have charged."

The test train traveled over tracks of the Burlington Northern from Minneapolis, Minn. to Seattle, Wash., and return. Crawford spent time riding and observing in the instrumented test car as well as in the cab of the locomotive. On several occasions he was at the throttle as the test train was put through its paces. He is preparing a report which will be carried in a forthcoming issue of *The Locomotive Engineer.*

BOEING VERTOL CO. is seeking volunteers from among the ranks of BLE members who have experience in line haul freight service, to participate in evaluation tests of the mockup of a locomotive cab designed by that firm.

Applicants who are accepted as evaluators will be flown to Philadelphia, lodged in a hotel or motel overnight, then spend a day in evaluating the mockup cab. BV will pay all expenses and $20 to each man chosen.

ON APRIL 2, Al Shade of Cleveland visited Collinwood Yard and recorded 82 units in the servicing area and 27 more units as power for 11 freight trains, one of which carried four of Long Island's new units 10 cars back of the power. LI units were 153-154 and 274-275. Many of the Cleveland-area F-7's were congregating in the servicing area. That gave Al a few misgivings; perhaps they were being retired. F-7's are used in transfer work and ore/coal service in the Cleveland area.

MEANWHILE, on the Long Island, the new units are worth watching. David Pfeiffer, 8402 165th St., Jamaica, N.Y. 11432, reports the arrival of the six new GP-38-2's and the SW-1001's, but had seen no MP-15AC's when he wrote to me. GP-38-2's feature five-chime horns; 227's cab carries the name of the late president of the LIRR, Walter L. Schlager, Jr.

A new freight facility in the form of a salt-unloading operation has sprung up in Long Island City. Covered hoppers dump into a pit between the rails and a conveyor heaps the salt onto a mound used for stockpiling. Front loaders transfer the salt into trucks. Is this highway salt? A new SW-1001 is usually kept busy about 4-6PM spotting the hoppers.

Bob "Choo Choo" Gayer, a "railroading bus driver" from Flushing, N.Y. says that March 9th was the first day for EMD switchers on Long Island when SW-1001 101 went to work in North Shore Yard, adjacent to Conrail's Sunnyside Yard in Long Island City. Bob says the MP-15AC's are in operation. He saw 152 leave North Shore Yard with a Maspeth freight on April 6th. So goes the reign of Alco on the Long Island.

JERRY ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, found ex-Lehigh & Hudson River C-420's 2073 and 2074 at Warwick, N.Y., on April 10. These are L&HR 23 and 24 respectively, but have been crudely relettered to CR. Somebody simply dipped a worn-out brush in blue paint and daubed over the old logo. Penn Central RS-11 7649 showed up on the Northern branch local in Englewood, N.J., on April 9th, which is rare.

He noted action on ex-Pennsy mainline in Colonia, N.J., on March 26th and a great variey of diesels on the freights. One eastbound freight of 114 cars had GM-6C electric 1975 as sole power. Jerry reports seeing a new blue/white 50-foot boxcar of the Escanaba & Lake Superior. I spotted one in my area on the B&O on April 8th.

DELAWARE & HUDSON has assigned its famous Alco PA's to the freight pool, now that the *Adirondack* has been Turbo-ized. They can be found running between Binghamton and Buffalo on the old EL main. They aren't especially suited for freight work, but the old EL used its PA's successfully on tonnage for years out of Marion, Ohio.

TOM HUGHES, 612 Ridge Ave., Pottsville, Pa. 17901, a Conrail employee, bemoans the fact that MP-15's 9621-9630 (ex-Reading 2771-2780) have replaced the old reliable GP-7's in the anthracite country. He says the old Geeps were much better and quieter. Bill Plack, 939 Rita Dr., Pittsburgh, Pa. 15221, reports seeing some F-units in his area, which is unusual. F-7B 3862, still in EL paint, was observed in Pitcairn Yards, and on March 28th an eastbound freight through Wilkinsburg had Penn Central F-7A's 1732 and 1756 as well as EL 1891.

THE FAMILY LINES are earning the nickname "Conrail South," due to the mixture of motive power. Dixie reports tell of wild lashups of units from L&N, SCL, SP, Cotton Belt, CN, Conrail, Clinchfield, and smaller parts of the SCL family. In Raleigh, N.C., James Harris of 3806 Lassiter Mill Rd.,

Louisville & Nashville GP-38 4014 alongside Canadian National GP-40 4015 at Madisonville, Ky., on March 20, '77. It's quite a trip from Canada to Kentucky, which makes such a pairing unique.

Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240

noticed units from L&N, CRR, the Georgia, A&WP, and Durham & Southern on SCL freights, not to mention the run-through locos from SP and Cotton Belt. Durham & Southern 2002 was used as the SCL Raleigh switcher for some time aftea the Dec. '76 takeover.

James Karvonen, 500 Columbia Dr., Decatur, Ga., says Atlanta is getting more interesting. A&WP freight 216 recently had this combination: L&N U-23B 2772, D&S Bicentennial GP-38-2 2000, D&S black-and-white GP-38-2 2001, SCL U-36B 1827, and SP U-25BE 6711. A coal train off the Georgia RR. included L&N SD-40 1248, an L&N U-28C, and CN SD-40 5037. Cotton Belt and SP power is usual. L&N's big Alco C-628's have been seen in Atlanta, on coal trains.

Georgia RR shops are equipping Alco switchers with EMD prime movers. SCL 121 and rebuilt 118 were two of the new units spotted. Alco S-2 52 has been painted black and yellow and carries Southern Rail Inc., Wilmington, Del., on her sides. Also in Atlanta recently, Southern FP-7's 6132 and 6144 were on the storage track with two sisters. A bit to the north, Jerry Mart, 2819 Lindsey Dr., Hopkinsville, Ky. 42240, has been seeing many CN units on L&N's increased coal traffic. SCL, Clinchfield, SP, and Cotton Belt units are seen regularly in Hopkinsville.

Mark Sublette, 217 Country Club Rd., Shalimar, Fla. 32579, was shocked to discover CN 5570 GP-38-2 heading westbound L&N freight 448 through Crestview, Fla., on April 1. He has an interesting note concerning the Air Force Railroad at Eglin AFB. This line stored its units and discontinued service last September.

Business men in the southern end of Okaloosa County want a connection with the L&N to the north, so they have fought to reopen the line. On March 21, Alco-GE RSD-1 8014 was fired up for the first time in almost two years, and kicked right over. Sister 8677 was a bit more stubborn, but finally came to life, also. Both units are stored in an engine shed. The two other units on the property, both Alco RSD-1's, 8662 and 8669, were kept outside and have been ravaged by hurricanes and vandals. Their futures are uncertain. Finally, Mark spotted a caboose on an SCL freight still perfectly lettered for Seaboard Air Line, 5735.

JAY T. THOMSON, Rte. 1, Box 303A, Etowah, Tenn. 37331, says those CN units leased by L&N run all the way into John Sevier Yard in Knoxville, Tenn., from Corbin, Ky., over Southern rails. He sees many types of unit combinations on L&N trains in his area, with CR, CN, L&N, and SCL units being common.

CLEARING UP the question of New Haven EF-4 300 (March *Railroad),* Al Randall, 11807 N. Washington St., Northglenn, Colo. 80233, forwarded proof of her existence— a color photo taken in her new NH paint on 11/12/63. Al worked in the New Haven Shops at the time. He says the first EF-4 (ex-VGN, ex-N&W) rectifier to get New Haven paint was 304 on 8/31/63, the second was 309. Al was then foreman of the shop switch crew. He personally pulled the locos out of the shop for photos. New Haven 300 is actually ex-N&W 231, ex-VGN #131. She became PC 4600.

WALTER HILSENBECK, 32 New York Ave., Massapequa, N.Y. 11758, was on his way home from a vacation at Virginia Beach, Va., when he spotted a Conrail freight southbound out of Salisbury, Md., on the DelMarVa Peninsula. This is rare enough, but what really caught Walter's eye was Long Island RR C-420 200 rolling along in the middle of the train. This may be one of the units overhauled at the Morristown & Erie Shops. Its presence on the DelMarVa scene might mean that it will operate on the new Virginia & Maryland RR. out of Pocomoke City. The unit may have been traveling south to another road, but I doubt it, as a British holiday held up the Chesapeake Bay ferry service. The V&M applied to Lloyds of London for insurance coverage, but Lloyds of-

ficials had laid off for the long Easter observance, and the ferry will not operate without coverage.

ALCO DL -701's and DL-702's are gone from the Baltimore area, I learn from Norman J. Perrin, 4523 Arabia Ave., Baltimore, Md. 21214. They were fairly numerous there for the past five years, but all have departed, perhaps gone to Morrisville, Pa., except for the 7632, which went to Altoona for scrap. She smoked so much that she was known as the "closest thing to an L-1 Mikado in Baltimore." Awaiting shipment overseas at the Conrail Canton Terminal is a yellow and black Alco RSD-1 (military model, circa 1953) 65-00554, with U.S. Navy markings.

THOSE SOUTHERN C-C U-boats (U-30C's, U-33C's) we asked about are running out of Birmingham on coal trains, reports an anonymous reader. Norris Yard services them; as many as 8 have been seen there at one time. U-23B power has also shown up in Birmingham, although these are normally kept in South Georgia. SOU FP-7's 6133 and 6141 were in Birmingham on a Director's Special the week of April 16th. These are now in Southern Green. It is said the Steam Department employees did not want to see the T&P 2-10-4 610 painted green, but left in black. Southern has leased her for three years.

JERRY ROSNFELD reports that the Morris & Essex Division of DL&W's (Conrail) electrified commuter line will be shut off for one year so that new catenary and 25,000 volt AC current can be installed for use by the 160 new GE Silverliner IV's. While this is going on, diesels will haul the commuters. Jerry expects to see E-8's and 1400-series passenger-equipped GP-7's on the runs.

JERRY MART heard that three of the Canadian National leased units on L&N powered the Amtrak/Auto Train *Floridian* to Florida the other day—what a sight that must have been! L&N engineers in the Madisonville, Ky., area, normally distrustful of anything not "home-grown," are full of praise for the GP-38-2(W) wide cabs of CN. That "crew comfort" cab gained many friends on both Conrail and L&N. Will we get some of our own soon?

JOE JACK, P.O. Box 136, Ambridge, Pa. 15003, reports four Union RR. Alco S-2's going to Precision National at Mt. Vernon, Ill., for scrap. These are 515, 517, 522, and 527. Also, Pittsburgh, Alleghany & McKees Rocks RR. Whitcomb 44-ton Centercab 8 was shipped to the Massachusetts Central RR. at Amherst, Mass. She tried twice to get out of Conway Yards, but ran hotboxes and returned like a bad penny. Attention, Massachusetts fans: I need info on Mass. Central— is it a physical property or a paper corporation?

THE GREEN BOARD, published by the Hartford (Conn) Div. of Railroad Enthusiasts, reports that the Fore River RR. has acquired an SP Alco S-6 switcher. Scott Hartley's column in *The Green Board* notes also that "at least a dozen" of those MoPac rebuilt RS-3's (GP-12's) are running on Conrail, having been traded to GE by MoPac and leased back out to Conrail.

Eddie Long of Richmond, Indiana, called me to report seeing a Conrail E-8 leading an Amtrak E-8 on the *National Limited* one day in April. So goes the ban on SDP-40F's. Eddie said the unit looked like ex-EL.

IN CANADA, CP Rail sent RS-23 8021 and RS-18 8763 to Angus Shops for overhaul. Both are the last ones in their series in the old block lettering. Alco S-3 and S-11 switchers—plus BLW DS-4-4-1000 7065—continue to be retired and scrapped. RS-23 8044 in Vancouver has been laid up by excessive exhaust problems. Latest new power forecast for CP Rail calls for 24 SD-40-2's directly and 16 SD-40-2's to be bought by Ontario Hydro and leased to CP Rail. CP may loan some units to Soo Line south of Emerson and Portal, as Soo is extremely power-short.

CHESSIE'S C&O had a two-unit, five-car derailment in Dresden, Ont., in March. It seems that a broken rail had been spotted and called in. A crew went to repair it, but mileages got mixed up in the transmission, and the crew traveled to the wrong location. The town cop, who had reported the broken rail after being alerted to it by two youths, tried to flag the train as it approached, but failed.

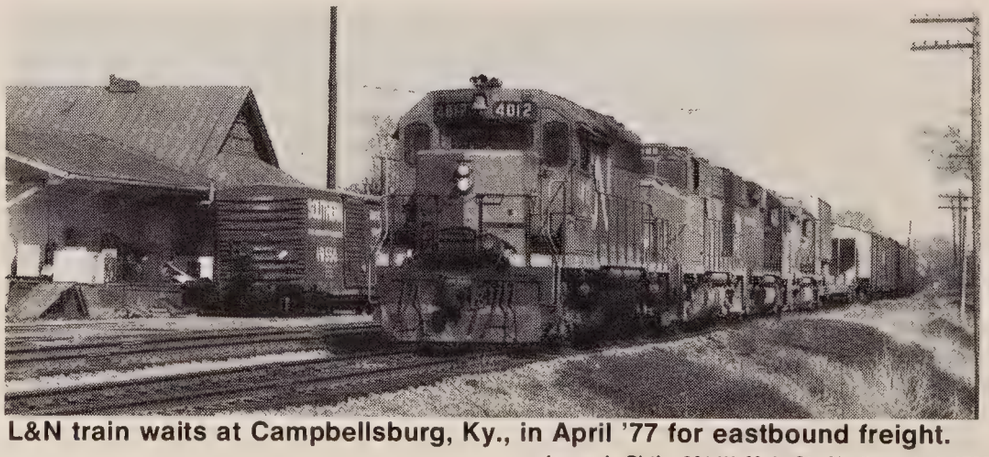
CANADIAN NATIONAL NW-2 switchers 7936, 7945, and 7958 were sold to Dofasco (Dominion Foundry & Steel Co.) and renumbered 36, 45, and 58 by obliterating the prefix 79. DW&/'s Bicentennial RS-11 3605 will be repainted to normal DW&P colors, now in Point St. Charles Shops. Northern Alberta has CNR 4334 and 4338 (GP-9's) and will get #4343 nd 4349 soon. GTW has 9 CNR units on lease.

Quebec Iron & Titanium (SFTQ) 9, new from EMD, moved to the Montreal wharf, should be on home property by now. What model is this unit? British Columbia Ry. is leasing 8 CNR C-424's in the 3200-3224 series. A CNR wreck at milepost 116 on the Joliette Sub north of Montreal involved newest M-420(W) 2579, sisters 2508 and 2538, and C-424 3232. The engineer tried to "join the birds" but "went to glory" under the train. 2579 was badly damaged.

Robert S. Merritt, 335 Breckwood Blvd., Springfield, Mass. 01109 reports that the Boston & Maine and CP Rail are pooling power on trains into Springfield, using mostly GP's. Central Vermont also is coming into Springfield over B&M.

FRANK CASEY, 250 S. Hawkins Ave., AKron, Ohio 44320, says the EL main in his town has undergone trackwork and is getting more activity. B&O has been using two of the renumbered WM GP's, 6400 and 6404, in the Akron yards. N&W has beefed-up the Akron & Barberton Belt powr by loaning them a switcher and a GP-9, which work with A&BB's leased GP-7, PNC 1502. The AC&Y, now N&W property, has been getting bigger N&W power as the old standby GP-9's are sent to Brewster for shopping.

THE TWENTY E-units on the New York & Long Branch (New Jersey DOT) will not be replaced, despite rumors to the contrary, reports Frank Reilly, director of Tri-State Railway Historical Society, P.O. Box 255, Dover, N.J. 07801. On April 13, the Commuter Operating Agency of the NJ DOT approved the complete rebuilding of



L&N train waits at Campbellsburg, Ky., in April '77 for eastbound freight.

James L. Pirtle, 201 W. Main St., Madison, Ind. 47250

their 17 E-8's and 3 E-7's. GE will rebuild one "prototype" unit. The $250,000 cost includes specifications for rebuilding the others at an estimated price of $146,200 per unit. This compares with the present cost of $1 million for a new locomotive. In addition, the 33 *Jersey Arrow I* MU cars will be overhauled by GE at $175,000 per unit. No new color scheme for the E units have been announced.

MIKE GUSS, 1424 First St., Brookings, S.D. 57006, has C&NW news in his area for any fans who might be vacationing in that state this year. The Huron-to-Winona line remains Alco territory, with no present plans to EMD-ize the roster. Tracy, Minn., has seen a few Geeps east of there, but none west. C-425 401, recently stored with a broken camshaft, is back in action. However, RS-11 1624 and RS-3 167 are still in Huron with similar ailments.

Alco units assigned to the Huron-Winona (Minn.) line are RS-3 166, 1617, 1551-1554; RSD-4 1515-1517 and 1619-1620; RS-11 405, 1613, and 4251; and C-425 401-404 which work with slugs BU-40 an BU-41. Besides, RSD-4 #1665 is the regular engine on the Tracy, Minnesota to Gary, S.D., branch. RS-2's 52,53, and 55 work at Tracy, Waseca, and Winona.

The preceding are all Central Division units. Western Division units working between Huron and Oaks, N.D., and Huron and Pierre, S.D., are RSD-4 1666-1667, RSD-5 1684-1686, 1688-1690. The only Western Division RS-2 54 was the last CGW loco to get the yellow and green.

GORDON BRANDVOLD, 115 18th St., Devils Lake, N.D. 58301, traveled to Aberdeen, S.D., in search of Milwaukee Road F-M switchers, only to find them gone. The roundhouse foreman said there were a few in St. Paul, along with an Alco or two. Is this a fact? Gordon got a ride on MP15AC 467, and learned that Milw activity through Aberdeen gets busy after 4 p.m. with coal trains using a mix of MILW and BN GE units and with time freights having EMD power.

There were two SDL-39's (rare model, MILW only) on the ready track, scheduled for a coal train. Back in Devils Lake, freight activity is light, but every so often a matched A-B-B-A set of BN F-units comes in. Soo Line is down to a twice-weekly freight after losing a coal contract to the Burlington Northern. Soo uses one of two GP-9's or an occasional F-unit.

ALLOW ME to feature a straight electric unit this month, even though this basically is a diesel column. General Electric E-44 units, built for the Pennsylvania RR. in 1960—66 locos in all—are the most complex yet unremarked units running under wires today. Possibly because of their stark, square lines or maybe because they replaced those lovable but ugly old P-5a's, the railfan community didn't take to the E-44.

Photograph by Norm Perrin

PRR E-44 4445 and two sisters leaving Bayview Vard, Baltimore, June, '71.

The huge brutes look like Baldwin road-switchers with pantographs. They are big enough, at 69 feet, 6 inches over couplers, and 195 tons weight. They were built at a rated hp of 4400, which translates to 55,000 lbs. of tractive effort, and are capable of 70 mph. Nos. 4400-4459 were delivered with Ignitron Rectifiers (mercury arc) which converted AC to DC current. The last six, 4460-4465, were built with silicon diode rectifiers, which are air cooled, take less space, and do not demand firing circuits.

These units were successful enough to warrant the changeover from ignitron rectifiers to silicon diodes in the earlier units. This program was coupled with modification of the gear ratios and load controls, producing a higher rating of 5000 hp. Pennsy called the modified units E-44a, but at 5000 hp they could be E-50's, a model which GE would produce in 1969. By June, 1968, locos 4444-4459 had been converted.

The E-44 carries two GE-Faively pantographs directly above the cab, in a notch in the otherwise square roofline. These are strange-looking affairs, reaching for the catenary in a dogleg fashion. The lower arm is thrust forward in the direction of travel, with the back arm and pickup shoe trailing behind. Pantographs are used singly, depending on direction of travel. The cab on an E-44 looks like an afterthought, pasted on the side of the carbody, depressed below the roofline by the pantograph mounting. A shield extends out along the walkway to protect crew from contact with the electrical pickup apparatus.

E-44's are C-C machines, riding on six-wheel trucks with prominent drop equalizers, and mounting six GE-752 traction motors, permanently connected two in series, three in parallel. Controls are dual making the units bi-directional. They are set up to be capable of MU operation up to four units.

The E-44 fleet is based at Enola, Pa., and is now the backbone of the freight fleet, supplemented by the famous GG-1's. Before the E-44, the P-5a's and GG-1's were handling all electrified freight, with help from the 1951 GE and Westinghouse E-2 and E-3 experimentals.

E-44's have hauled passengers, but with GG-1's coupled in for steam heat. In the winter of 1966 all power was pressed into service to keep the mainline open. E-44's have been in PRR black and yellow, Penn Central black and white, and now Conrail blue. They aren't very pretty, but if you've ever heard one wind up in starting a long drag, you don't doubt their power. The sound is not unlike a jet aircraft starting, a whining or screaming punctuated by sharp cracks as the engineer notches her out.

There are pretenders to the freight throne of the E-44 today, in the form of the GM-6C and the GM-10B, both experimenting on Conrail's mainline. In 1960, we thought the E-44's were ugly. In 1977, there's no question about the homely outlines of the GM units. But ever since the GG-1, has there ever been a truly classic electric?

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

CP Rail Freight-Hauler 5009 is the First SD 40-2 to Pull a Passenger Train in Eastern Canada.

The 3,000-hp locomotive, normally used in mainline, high priority freight service, was sent to haul CP Rail train No. 41 from St. John to Montreal after trailing unit No. 8470 had broken down.

CP Rail

STEVE MAGUIRE'S

TRANSIT TOPICS

WASHINGTON'S Metro is in trouble because of increased costs and being five years behind schedule in construction. It cannot pay the interest coming due. In the absence of more Federal money, the system may default on its obligations. However, bond investors will not lose their money, for the U.S. Government is backing the debt. Taxpayers will have to foot the bill.

Metro's subway system now runs a five-mile circuit from downtown past Capitol Hill and into the slums of northeast Washington. It is to be extended to the city's Virginia suburbs in July and into Maryland this fall. The subway fare is 40 cents per trip, or 55 cents during rush hour. Some 28,000 persons ride the trains each day.

Due to huge start-up costs and the limited present route, it costs $4.75 every time someone takes a subway trip. But as ridership increases with new lines operating, this should fall to 83 cents a trip next year. According to David K. Thompson, Jr., 11530 Lookwood Dr., Silver Spring, Md. 20904, the committee overseeing possible cutbacks in the system planned for 100 miles may agree to substitute light rail vehicles on two routes not yet built.

New restraining barrier installed by Chicago Transit Authority on the scene of tragic wreck last winter on curve of the Loop elevated right-of-way at Lake St. and Wabash Ave., as extra precautionary measure. Chicago Transit Authority

The new proposal for light rail vehicles was made jointly by the governments of the District of Columbia and Prince George's County. Trolleys may run again in the streets—something Washington has not seen since January 27, 1962. One route would be along 14th Street NW to an outer terminal, just south of Walter Reed Army Hospital. Another route would occupy an electric power line right-of-way owned by the Potomac Electric Power Co. in Prince George's running from the Ft. Totten Metrorail station to a terminal near Capital Beltway.

W.D. Smith, 1307 W. El Paso, Ft. Worth, Texas

(Top) New line from basement of Leonard's Department Store in Ft. Worth, Texas, to parking lot a mile away. Cars are renovated PCC's from old Washington, D.C., system. Interior view (bottom) of one car at Ft. Worth.

Photograph by Le Roy O. King

PCC CARS have been serving Leonard's Department Store in Ft. Worth since the line was built a decade ago. These ex-Washington, D.C., trolleys are being rebuilt with different body designs. So says John R. Leatherbury, 1940 Warner Rd., Ft. Worth, Texas.

The curved front of the usual PCC car is changing to squared-off configuration with broad expanses of tinted window glass. Interior color schemes vary. Each will be carpeted in artificial turf, have walls and ceiling covered with textured vinyl, and be fitted with new seats upholstered in velvet or leather-look vinyl. A new feature is stereo music.

The prototype car, finished and operable, cost about $55,000, simply because the crew is doing the job by trial and error. For example, the first model changed over was somewhat taller—too high, in fact, since on its trial run it had a roof clearance problem. It stuck in the subway tunnel that runs beneath downtown streets.

Pennsylvania's 6043 hauling West Jersey & Sea Shore train back "When you and I were young, Maggie."
Photograph by George P. Woodward, Jr.

DRUMS containing liquid for removing graffiti from subway cars burst into flame on April 14th at MTA's Coney Island yards in New York City. The fire spread to former Queensboro Bridge Ry. car 601, standing nearby, and completely destroyed it. This is a sad loss. The 601 had been scheduled for restoration and preservation in the new subway museum. It was the last trolley to operate in regular passenger service in the state, in 1957.

The car had begun its days as an Osgood-Bradley master unit on the Union Street Ry. lines at New Bedford, Mass. In 1949 it and others of its type were sold to Queensboro Bridge Ry. for use on the two-mile line between Long Island City and Manhattan, serving Welfare Island enroute. After the service ended, museum groups acquired it for preservation.

BIDS for the construction of 100 all-electric trams during 1977-'79 are sought by the M&MTB in Victoria, Australia. The 3.4-kilometer extension of the Burwood tram route to East Burwood is due to be opened next year. Smoking is now banned on all M&MBT trams and buses and on all Victoria suburban trains. So says A. Man, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia.

SOUTH SHORE LINE has been ordered to keep its passenger service running until at least next January, during which time the Interstate Commerce Commission hopes that money to buy new equipment to replace its 50-year-old cars will be available. $34 million is needed to buy 30 cars and repair the electrical system. Federal money is promised and the State of Illinois is expected to pay its share. However, in Indiana, only one of the four counties served by the line has contributed to the revenue-sharing funds.

This news comes from Steve Scalzo, Park Forest, Ill., who recalls that in 1971 the Federal Government offered $6.8 million to help buy new passenger cars, but when the local share of $3.4 million was not produced, the grant was withdrawn.

There the two cars underwent the Advanced Sub-systems Development Program in which new Budd monomotor trucks and Delco self-synchronous propulsion equipment with oil-cooled AC motors were installed. Our informant, J.W. Vigrass of PATCO, did not say where the cars will be tested. The PATCO line seems to be the closest.

NEW ELECTRIC m.u. cars for Conrail's Erie Lackawanna District are being delivered in New Jersey and stored on tracks and under catenary supplied for them at Harrison, N.J., close to the site of the old Manhattan Transfer station that once served Pennsylvania Railroad trains. Jerome A. Rosenfeld, 133 Dulles Dr., Dumont, N.J. 07628, sent us first news of delivery of the new *married pair* GE electrics that will serve the former Lackawanna lines to Gladstone, Dover, and Montclair from Hoboken, N.J.

The cars are going to the location along the old PC mainline because they run under 11,000-volt AC, whereas the present EL electric line carries 3,300 volts DC. This will be converted to 11,000 AC voltage for the new cars to allow interchange of all equipment between what used to be the EL and Pennsy suburban electrics in north Jersey. Meanwhile, the cars will undergo tests on the Amtrak corridor route between Harrison and Trenton.

A FRESH SOURCE for older streetcars has been found—at Melbourne, Australia, of all places! With 100 new trams, the Melbourne & Metropolitan Tramways has more aged cars than it needs and is making them available to buyers at $5,000 each.

According to Al Man, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia, the cars for sale are double-truckers with center doors. Options on two of the cars have been taken by the Seattle (Wash.) Metro. The San Francisco Chamber of Commerce is interested in as many as twenty W2-class cars.

From Henry R. Korman, 3050 Maryland, Longview, Wash., we learn that the Seattle City Council has authorized a down payment for the two cars at a cost

Philadelphia Suburban Transportation Co. car 160 highballing along on Philadelphia & Western mainline on muggy, partly cloudy June 16, 1957.

Collection of Stephen D. Maguire

$30,000 each to bring to Seattle. The project would extend along Alaskan Way between South Washington Street on the south to Pier 70 on the north. Total expense of this project is estimated at $332,000, which will also cover repair to existing track for use of the cars, and six station shelters, a storage barn, and motorman uniforms.

WE NOW HAVE details of what is expected to become a new museum-type trolley operating in Central Pennsylvania. From Steve Hyett of the Chicago, Aurora & Elgin RR. Historical Society, 836 5th St., Aurora, Ill. 60505, comes word that it will run over tracks of the Middletown & Hummelstown RR., a new company that started diesel freight operation in May, 1976, on part of the former Reading trackage between the cities of its corporate name. This line was originally built in 1890. Service ended in June, 1972, when a flood destroyed the track near Hummelstown.

The line's central portion is owned by the Pennsylvania Department of Transportation while Wendell Dillinger & Associates holds title to the right-of-way at each end. The line now serves the Middletown East End Industrial Park and connects with Conrail at its west end. The portion at the east end will be rebuilt to its connection with the former Reading Company tracks.

It is rumored that Dillinger will bring his ex-Rio open car from its present location on the RELIC museum at South Elgin, Illinois, for use when the M&H is electrified.

RIDERSHIP figures for the Lakefront Electric Division of Illinois Central Gulf in the Chicago area show substantial drops in recent years. This is due to the change in the South Shore neighborhood; former residents moved farther out into the suburbs and Chicago city dwellers keep coming in. The latter usually do not have jobs downtown requiring them to use the commutation service.

According to *Spike & Tie,* newsletter of the Blackhawk Chapter of NRHS, P.O. Box 455, Aurora, Illinois 60507 the seven stations in the Hyde Park area have seen a 38% decline in ridership since 1969. The South Chicago Branch has seen a 65% decline in ridership between Stony Island Avenue and 91st Street since 1969, while the Blue Island branch has had a 42% decline between State Street and Blue Island during the same period. On the main line between 75th Street and 111th Street there has been an 85% drop since 1969, due primarily to opening the Dan Ryan CTA subway line. The only good news for ICG is the Kensington-Richton route gaining passengers daily.

THE PROPOSED 3.5 mile light-rail line of Toronto Transit Commission to neighboring Scarborough may be shelved, reports the *Toronto Star.* To cost $72 million, the line—billed as a vital link between the Scarborough Town Center and the Bloor-Danforth subway—has run into opposition from senior TTC and Metro staff members.

Construction was to have begun next year, subject to approval by Metro Council this year. But a secret report prepared by staff questions whether or not enough people live along the projected route to support the high-speed streetcar line.

Critics of the scheme—the largest single item in Metro's $220 million construction budget this year—contend the line would burden Metro with an annual operating deficit of $3 million and total government subsidies of $6.60 per rider.

BERKELEY, Calif., may become the first city in the nation to charge admission. The Urban Mass Transportation Administration wants to have Berkeley take $1 or $2 a day from motorists driving on its streets. City Council is studying the proposal.

The money would be used to pay for shuttle buses to transport people from parking lots at the edges of the city to their destinations. The levy would raise about $2.6 million annually, experts say. Singapore is the only city in the world known to charge for use of its streets.

News of the Subways

FOR SUBWAYS in the U.S., the light at the end of the tunnel seems to be growing dimmer. Today's subways reportedly cost 140 to 160 million dollars a mile to build. Costs have escalated almost to the point where, in dollars per foot, it is cheaper to go to the moon, experts point out.

Urban planners are questioning the viability of subways. The Urban Mass Transportation Administration, the division of the Department of Transportation that doles out the funds for subway construction, reports that most American cities planning mass transit systems will build them on the surface or elevate them, rather than go underground. UMTA also says funding for underground systems will be granted only where "adequate rail right-of-way can not be found on the surface."

A study by New York's Regional Plan Association suggests that new subways are hard to justify unless jobs and services are concentrated in downtown areas and can be expected to stay that way. Said Martin Wohl, professor of transportation at Carnegie-Mellon University: "Americans simply don't want to get out of their automobiles if they have a choice."

HONG KONG Trade Development Council reports that the Mass Railway Corporation (Metro) has recently arranged a loan of $130 million from Wardleys Ltd., a subsidiary of the Hong Kong and Shanghai Banking Corp. The loan will not be repayable for seven years. It is the first loan ever obtained for the MRC without a government guarantee and its evidence of a growing confidence in the financial community that the railway is a viable project.

Full operation of the Metro is scheduled for 1980 at a total cost of some $1.4 billion, including accrued loan interest. This has been covered by $160 million in Government equity, $340 million in export credit, $80 million in its bond issue, and about $780 million in five to seven year medium-term loans.

THREE-FOURTHS of New York City's subway cars run with doors, lights or windows, that are broken, missing fire extinguishers or other defects, a transit study group charged after a four-month survey. So says Ralph Blumenthal in *The N.Y. Times.*

The survey was based on examinations of a sample 1,765 of the system's 6,500 cars. It found a 74.5 percent defect rate that the sponsors said "can be generalized to apply to the entire subway fleet."

Among the findings were the subway lines with defects in every one of the 166 trains examined and one car that, the group charged, "ran continuously without lights for 16 months." The survey was conducted by volunteers from the Committee for Better Transit, a 14-year-old citizens watchdog group, and the office of Assemblyman Andrew Stein of Manhattan.

Mr. Stein and Jon Schachter, chairman of the transit committee's N.Y. task force, said the data showed a "shocking decline in maintenance."

"These cars are being allowed to literally fall apart and the Transit Authority is doing nothing to stem the decay," added the joint statement.

Steven K. Kauffman, the authority's executive officer for rapid transit, denied later that the survey had uncovered significant safety hazards. But he acknowledged that sticking doors, broken windows, and lights are problems.

Of the 1,767 cars surveyed on all three divisions—IND, IRT, and BMT—1,315 were identified by the study group as defective. In addition to problems with the fire extinguishers, windows, doors and lights, the list of defects included flatwheels, obsolete or missing maps, and missing destination roll signs.

This was on a pleasant day in June, 1956, as a Milwaukee streetcar strolled along Wauwatosa, Wis., toward end of line. CMStP&P tracks are at left.

Photograph by Bob Kirsop

New Electric Publications

PASSENGERS may save money—while transit operators increase ridership—if operators use a fare prepayment system, according to a report issued by the Urban Mass Transportation Administration. The report, *Transit Fare Prepayment,* tells of fare prepayment with a set of mechanisms for buying rides without cash payment at the time a transit trip is taken. Tickets, tokens, passes, permits, and credit cards are some of the methods. However, most prepayment plans today are used by only small percentages of boarding passengers.

There is a potential for attracting a larger prepayment user market, the report states, with little significant impact on operating costs. The study concludes that day passes have significant, but largely undiscovered advantages related to providing passenger convenience, encouraging off-peak travel, and meeting the needs of low-income passengers.

Passes can be sold by the driver, even in exact fare systems, and thus do not require the passenger to make a special trip to a prepayment outlet. Day passes not only enable people to consolidate several trips into a single day at a low price, but offer convenient means for commuters to pay for round trips.

***Transit Fare Prepayment* is available from the National Technical Information Service, Springfield, Va. 22161. Ask for report No.: UMTA-MA-06-0049-76-3.**

The Regional Transportation Authority has published a Guide designed to help residents of Northeastern Illinois get around by train. Titled *The Commuter's Guide to Chicago Railroads,* or, *A Little Knowledge Can Go A Long Way,* the multicolored brochure features an 18½x24" map of the commuter routes operated by the seven railroads with which RTA has financial agreements. The map is suitable for framing or folds into a booklet that can be carried in a purse or pocket.

Included is information on areas the commuter trains serve, the special advantages of train travel, where to get schedule information, and downtown Chicago bus connections. For copies of the *Rail Guide* call RTA's Travel Information Center at 836-7000 in Chicago or toll-free at 800-972-7000 from the suburbs. Additional copies are available at railroad stations and by writing or visiting RTA headquarters, room 903, 300 N. State St., Chicago, Ill. 60610.

***The Brooklyn and Rockaway Beach Railroad (The Canarsie Railroad),* by William W. Fausser, 32 pages, 8½x11, softbound, may be had for $3.75 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320. Most of this book is devoted to a little steam line that ran from East New York to Canarsie Landing, in what is now a part of Brooklyn, from 1865 until Brooklyn Rapid Transit took it over in 1906. It was the first connection of the Rockaways with Brooklyn. The B&RB operated ferryboats making this connection. In later years the route became part of the LL-Canarsie subway line. Its outer end was the Canarsie shuttle trolley line that lasted into the 1940s. So this well-researched book has something of interest to trolley, rapid transit, steam, and boat fans; but its major story is Canarsie in the 19th Century.**

A 24-PAGE CATALOG of model trolley trucks, including pictures of them and car models, has been issued by Wagner Car Co., 59 Euclid, Cincinnati, Ohio 45215. Entitled *O Gauge Trolley Trucks,* it has more than 50 side-frame illustrations. Its price, $2, may be deducted from an initial power-truck order.

CONTINUE sending transit news to Steve Maguire at his home, P.O. Box 51, Belmar, New Jersey 07710. ●

Brooklyn & Queens Transit 8103 on Canarsie Shuttle line, Sept. 22, '51. (See review in dept.)

Collection of Stephen D. Maguire

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. How is Conrail doing financially?

Conrail, which began operating April 1, 1976, lost $205.5 million in revenues of $2.45 billion for its nine months ending Dec. 31, followed by a loss for January and February '77 put at $169 million, much of it weather-related. However, Edward G. Jordan, chairman and chief executive officer, said it was less than had been anticipated, since the U.S. Railroad Administration had projected $295 million deficit for period ending Dec. 31. He attributed the early-1977 deficit to higher maintenance costs, severe winter, and writes-off of expenses incurred in pre-conveyance panning and start-up activities of the estates in reorganization.

2. Give me specs on Delaware & Hudson's Horatio Allen locomotives.

The Horatio Allens were a two-cylinder compound 23½x41x30″ Mikado with a water-tube firebox, and 350 lb. pressure, with an auxiliary engine on tender designed by John E. Muhlfield and built by American Locomotive Co. The 1400, as a for instance, had 57″ drivers, weighed 348,000 lbs. with 84,300 lbs. simple compound, 70,300 lbs. compound, and 18,700 lbs. auxiliary engine tractive force.

3. What was the FB&S Railroad?

The Fort Bragg & Southeastern. It was incorporated March 25, 1903, to build a line from Fort Bragg to Healdsburg, Calif. By June 30, 1906, it was operating a line from Keene's Summit to Wendling, 8.27 miles, and a branch from South Fork to Clearbrook, one mile. The FB&S also ran the Albion & Southeastern, incorporated May 8, 1902, which by June 30, 1906, had a line running between Albion and Keene's Summit, 14.58 miles. Later a short section was built from Wendling and Christine. The FB&S, I believe, never connected with any other road.

4. Any details on the Plant System's famous fast run?

Yes. In 1901, No. 111, pinch-hitting for injured sister engine No. 107, racked up a world's record and brought a valuable mail contract to the Plant System. Later, the system was taken over by the Atlantic Coast Line, now Seaboard Coast Line. The 107 and the rival SCL engine were each given four bags of mail at Savannah, Ga., and headed for Jacksonville, Fla. The winning line would be awarded the contract. When the 107 developed a hotbox between Savannah and Fleming and dropped one hour behind schedule, the Seaboard men exulted.

However, the Plant System was not conceding. It ordered Ten-wheeler No. 111 to take off at Fleming with "Uncle Jimmie" Lodge as hogger. Between Screven, 61 miles from Savannah and Satilla, then milepost 74, Uncle Jimmie bellowed for more coal and pushed the 111 to 120 mph, covering the distance in 2½ minutes. After a three-minute service stop at Waycross he was still behind schedule. But even with the cab swaying crazily, he had the 4-6-0 up again to 120 and reached Callahan, Fla., right on the button. His weary crew was eating breakfast in Jacksonville when the surprised and beaten SCL engine pulled in, just a few minutes late.

No. 111 was renumbered 210 when ACL took over. She performed many years of mainline operation before being transferred to a branch line, and was scrapped in 1942.

5. I'm the widow of a Southern Pacific yardmaster. What are the earnings restrictions for disabled children of deceased employees?

None, except that employment may raise the question of recovery from disability. Also, a child's annuity is not payable for any month in which he or she works in the railroad industry.

6. When was the first Canadian steel-boilered engine built?

This was the *Scotia,* designed by Richard Eaton and built by the Great Western Ry. of Canada at Hamilton, Ont., in 1861.

7. Want words to "Lightning Slinger," by Charles D. Dulin.

Back to the early, peaceful days
On a Western streak of rust,
I gaze through a wartime turmoil's haze
To my shack in the sage and dust,
And I sense a thrill as it all comes back
And I'm there just as plain as day:
A youthful ham in a sand-pocked shack
Far out on the right-of-way.

Here are the lanterns, the flimsies, too;
Here is the pungent bay.
Here is the griping sidetracked crew
Howling about a delay.
Here is the acrid smell of smoke,
Also the deep exhaust;
Here is the old pot-bellied stove
That roared at the first big frost.

Oh, give me the swish of a coastbound train
And the flash of its coaches' light;
Give me the click of the Morse again
In a lonely desert night.
Give me the shack at a whistle stop,
The loops and the semaphore
And there you can witness the old-time op
Engulfed in the ancient lore.

Colorful hogger "Uncle Jimmie" Lodge drove Plant System 4-6-0 No. 111, renumbered 210 under ACL, 120 mph on famed mail contract run in 1901.

Painting by Thomas W. Solomon, 103 West Church St., Headland, Ala. 36345

8. Were the Boston & Albany classes L-3 (2-6-6Ts) and D-La (4-6-6Ts) Forneys?

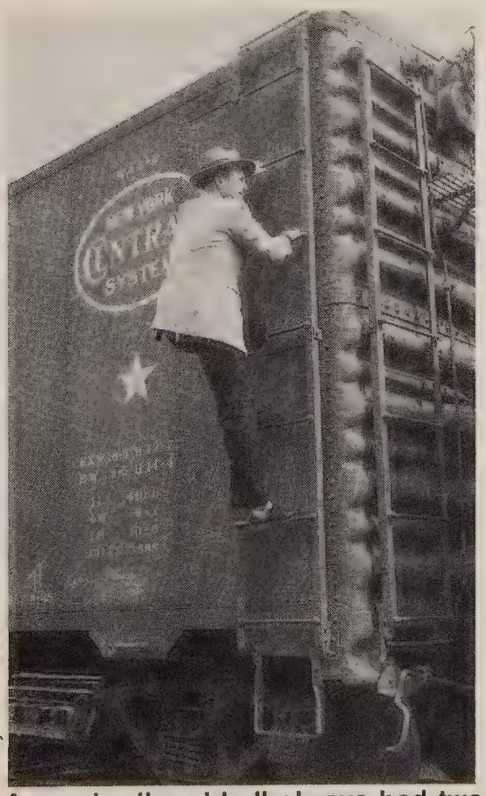
Let me say this. The Forney type embodied the engine and tender as one unit. The original Forneys were 0-4-4's specifically designed for the quick acceleration demands of rapid transit service. Many of them appeared on early metropolitan elevated lines, especially in New York, where they gave faithful service. The B&A engines you mention were tank locomotives. As such, they represented a logical development of the Matthias N. Forney machines.

9. What is a dwarf signal?

A signal erected close to the ground and sometimes covered by a metal hood. They are used mostly in large yard and terminal areas where the overhead flashes of regular block signals cannot be easily seen. Dwarf signals were important during WW2 because their extra-long hoods kept lights from being spotted from the air.

10. Tell me about the Nezperce R.R.

It operates freight service on an irregular schedule from a connection with the Camas Prairie (UP&BN) at Craigmont, 13.42 miles to Nezperce, Idaho, its headquarters. The Nezperce & Idaho was chartered Sept. 9, 1908, to build 75 miles from Nezperce to Lewiston. In 1915 the company transferred



A good railroad bull always had two sharp pairs of eyes; front and back. Ask any rail prowler, or rod-rider.

Charles "Mile-a-Minute" Murphy on trial spin before setting record near Farmingdale, L.I., N.Y., in 1889.

operations to the Lewiston, Nezperce & Eastern R.R., but repurchased the line between Nezperce and Vollmer, 14 miles, on July 1, 1917. The ICC authorized the road's abandonment on April 12, 1944, subject to sale. Thereupon the Nezperce was formed and took over operations on April 22, 1946. It has a Plymouth ML8 loco, built in 1936, and three 45-ton GE's, 1944.

11. Who was "Mile-a-Minute" Murphy?

Charles M. Murphy set an unusual speed record by pedaling a bicycle for a mile in 57 and 4/5 seconds on a boarded-over section between the steel rails of the Long Island R.R. Paced by a special fast train on June 30, 1899, he started from Maywood, L.I. The wooden runway had been laid for 2 and ⅜ miles. As a further aid to the cyclist, a large hood had been built from the rear end of a coach coupled to the engine which preceded him. This hood, extending outward about five feet, reduced wind resistance. After his sensational ride, Murphy joined the New York police force and helped organize a motorcycle squad. So far as I know, his spectacular record has never been broken. This son of the Old Sod died in the early 1950s.

12. What is a Geep?

GM-EMD's general-purpose, all-around unit. Simpler and less expensive than regular passenger and freight diesel engines, it can drop a train on the mainline, work on a sidetrack, go back and pick up the train, and get in the clear to carry out a meet order. Able to work its way around a station, the Geep can go easily in both directions. It can also be hooked onto a work or wreck train.

13. When did Canadian National absorb the Grand Trunk?

Negotiations which had been underway since 1918 with interruptions, between the Dominion of Canada and the financially strapped Grand Trunk Ry. Co. of Canada, led in 1920 to the Government assuming control of the company's properties. The railway was operated for some time by a committee of management, but in 1923 it was finally amalgamated with the CN.

14. Name the first railroad in (a) Illinois and (b) Indiana.

(a) The Northern Cross, which ran from Meredosia, on the Illinois River, through Jacksonville, to Springfield, the capital and Abe Lincoln's old hometown. The line was completed to that point in 1842. It later became part of the Wabash, now Norfolk & Western. (b) The Madison & Indianapolis, chartered Jan. 27, 1836, and opened for traffic between Madison and Graham's Ford Bridge. Question: is any portion of this line still being used?

15. In old railroad slang what was (a) batting 'em out, (b) a cinder snapper, (c) a dinger, (d) a gumshoe, and (e) a hayburner?

(a) A switching engine kicking a string of cars all over the yard; (b) a passenger who rode the open platform on observation cars; (c) yard master or assistant yardmaster; (d) railroad policeman, and (e) a hand oil lantern or a horse used in either railroad or streetcar service.

Running Extra

UNION PACIFIC'S Big Boys have the highest survival ratio of any class of (no-longer used) steamers ever built (except one-of-a-kind or two-of-a-kind locos). Seven of the original 20 (built 1941) and one of the last five built in 1944 are still extant. They are located at: 4004, Holiday Park Cheyenne, Wyo.; 4005, Forney Museum, Denver, Colo.; 4006, Nat'l Museum of Transport, St. Louis, Mo.; 4012, Steamtown USA, Bellows Falls (Riverside), Vt.; 4014, Los Angeles County Fair Grounds, Pomona, Calif.; 4017, Nat'l Ry. Museum, Green Bay, Wis.; 4018, Age of Steam Museum, Dallas, Texas, and 4023, UP R.R., Omaha, Neb. (The 4023 was stored serviceable in Cheyenne for several years and then moved to Omaha early in 1975).—J.W. Mathew, Jr., P.O. Box 18-007, Seattle, Wash. 98118. *(Ed. note:* Vacationing railfans might be interested in looking up some of these Big Boys.)

Steam in Newfoundland has been gone for sometime. But on July 7, 1943 it was high noon for Newfoundland Ry. Mike 1009 on table at Bishop Falls.

Collection of Gorton T.H. Wilbur

INFO WANTED on rail velocipedes of the 19th century. Also background of railroad ballads and songs. Are there any north-south rail lines in Alaska and northwestern Canada that would make oil pipeline shipments feasible by rail?—Ed Kilmery, 51 N. Willard St., Burlington, Vt. 05401.

SIR HERBERT NIGEL GRESLEY in England, also pioneered the Prairie 2-6-2 on the LNER and the 2-8-2 Mikado in the 1920s and early '30s.—A. Grey, 99 Agnes St., Mississauga, Ont., Canada L5B 159.

WHEN WERE Vista Dome passenger cars first used on the Southern , B&O, CP, and Pennsy?—Robt. L. Smith, 246 Middlefiend Dr., Akron, Ohio 44312.

ANYONE tell me about the Santa Maria Valley R.R. in Calif.? There's a SMV 2-8-0, vintage 1928, located not far from where I live. Also, I want date and reasons why Penn Central went out of business.—Richard Royce, 1825 Lincoln Ave., San Rafael, Calif. 94901.

WHEN DID the signal colors green change from caution to clear, and yellow became caution?—James B. Gwin, 3108-45 St., Metairie, La. 70001.

WHAT HAPPENED to the last ten steamers, 1400-1409, the New Haven R.R. bought? Also, what happened to the NH shops at Readville, Mass.?—Alfred Hughes, 114 Conejo Rd., Santa Barbara, Calif. 93013 *(Ed. note:* All ten of the New Haven's Hudson type 1400-1409 were scrapped. For info on them and Readville contact Gordon Q. Cochrane, New Haven Railroad Historical Technical Assn., Inc., 256 Central St., Foxboro, Mass. 02035).

A GOOD book for location of some 900 engines in U.S. cities and states is *Where to Find Them,* by Robert Johnson, P.O. Box 456, Dunellen, N.J. 08812.—Bernard J. Mack, 163 Massachusetts Ave., Massapequa, N.Y. 11758.

I WANT WORDS to Harvey Girls song that Judy Garland sang in the 1945 MGM film, *The Harvey Girls.*—R.A. Wood, 111 N. Montgomery, San Augustine, Texas 75972.

WHERE CAN I get info on Lehigh Valley RDC-2's while still working for LV? What happened to them?—Jim Fisher, Jr., 1231 Lakeview Terrace, Plainfield, N.J.

A TROLLEY strike in Tampico, Mexico, resulted in selling of the PCC's and semi-convertibles. To whom and where were these cars sold? What happened to Charles Schwab's private car that was used at Magee Museum in Penna.?—Edward G. Schimke, 6 Obed Trail Indiantown, Old Saybrook, Conn. 06475.

ANYONE KNOW where I can get a copy of Freeman Hubbard's *The Roundhouse Cat?*—Daniel C. Munson, 5241 S.E. 46th Ave., Portland, Ore. 97206. *(Ed. note:* Freeman tells me it's out of print. Try a large second-hand bookstore or a professional book-searcher.)

I NEED info and pix for a history I'm writing on the Ma & Pa R.R. and its predecessors, the York Southern and the Baltimore & Lehigh.—J.E. Murphy, Box 9706, Baldwin, Md. 21013.

WANTED: Info on development and construction of Newfoundland's first railroad. My uncle helped to build it. —John A. Allen, 911 W. Lewiston, Ferndale, Mich. 48220.

I AM tracing the Dey geneology and need info on Peter A. Dey, railroad surveyor, 1860-'65, who started on the Rock Island, went to Union Pacific, then returned to the RI.—Mrs. Herman R. Dey, Freehold Rd., Box 277, Hightstown, N.J. 08520.

WHERE CAN I get an Amtrak national passenger schedule guide?—M. Mershel Emison, 45 Canada Rd., Painted Post, N.Y. 14870. *(Ed. note:* Write to Amtrak, 955 L'Enfant Plaza, SW, Washington, D.C. 20024.)

WHY WERE Camelback locomotives built?—Sallas Moore, Rte. 1, Box 340, Lewisburg, Ky. 42256.

ARE RAILROADS in need of a person with a background in civil engineering? Anyone know?—Daniel G. Hornberger, RD 2, Box 615, Mohnton, Pa. 19540.

WHAT HAPPENED to Electro Motives DDA40X, built for Union Pacific in 1969 and 1970 for mountain service between Cheyenne and Ogden?—Wm. H. Webster, 3028 E. 96th St., Chicago, Ill.

REGARDING an item in Jan. '77 issue, St. Louis Southwestern operated in Memphis in mid 1930s. That made 28 steam roads, not 27. —W.A. Merck, traffic representative (retired) Cotton Belt, 5007 Hawthorne Rd., Little Rock, Ark. 72207. *(Ed. note:* Sorry, and hats off to a great railroad, the Cotton Belt.)

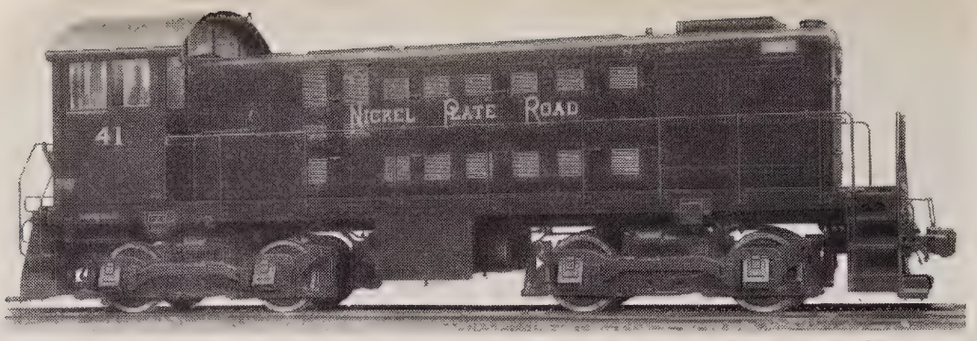
I WANT DETAILS, pix (any size), drawings, reminiscences, or other info about the "staff system" of absolute blocking of trains as used on the Colorado Midland and the Santa Fe.—Thomas J. Greco, 5021 Chicago St., Omaha, Neb. 68132.

WHERE were most of the 4-6-4's used?—William Q. de Funiak, 223 Trevethan Ave., Santa Cruz, Calif. 95062.

I NEED INFO on history of railroad lamps and lanterns and the companies that made them, when they started manufacturing, and if or when they went out of business.—J.E. Curtis, 12 Partridge Crescent, Chatham, Ont., Canada N7L 1 E9.

CIVIL WAR fighting included the Chancellorsville and Wilderness campaigns of 1863 and '64 along a laid-out railbed. Years later, a railroad completed in this area hauled both freight and passenger. When was it started? When abandoned? Can I get old timetables?—Jack Fogerty, Temple Motor Co., Inc., 1912 Diagonal Rd., Alexandria, Va. 22314.

Famed Victoria Station clock, long a favorite meeting place for Londoners, is now ticking to a new time at the new Victoria Station/Thomas Lord's restaurant at the entrance of Universal Studios Tours overlooking San Fernando Valley in California. Off to the side of the four-faced clock is the huge four-ton, mahogany arrival-departure board adding to the re-creation of the old station. The restaurant also houses other memorabilia of British railroading. It takes little imagination to return to that bygone era when seated for intimate dining in one of the four vintage cars from the *Flying Scotsman* that once ran between London and Edinburgh, and carried the likes of Winston Churchill, George Bernard Shaw, and Sir Arthur Conan Doyle of Sherlock Holmes and Dr. Watson fame.



New York Chicago & St. Louis 41, built by American in August, 1947.

American Locomotive Company

FINAL ROSTER OF THE NICKEL PLATE ROAD

Compiled by Sy Reich

NKP switcher 18 at Front St. yard office in Toledo, Ohio.

Nickel Plate Road Archives

Sources of information: NYC&SL, Martin Marietta, Birmingham Rail & Locomotive, Medusa Portland Cement, Wheeling-Pittsburgh Steel, N&W, AC&Y, George R. Silcott, Striegel Supply & Equipment, Columbia Iron & Metal. Effective date: July, 1975. Norfolk & Western has since taken over the Nickel Plate (New York, Chicago & St. Louis). For disposition of units inherited by the N&W, see N&W roster.

Numbered Notes: (1) No. 1 was sold to the Akron, Canton & Youngstown, renumbered 104 (1963), then traded to GM-EMD for new AC&Y power. No. 2 was sold to Silcott, then to the Kentucky & Tennessee (1964) and is being used for parts. No. 3 was sold to Silcott, then to Striegel, and scrapped (1/68). No. 4 was sold to Medusa Portland Cement Co., renumbered 10 (1964). No. 5 was sold to the Wabash, renumbered 325 (1964), then was inherited by the N&W and renumbered 3325, then retired (3/66). No. 6 was sold to the AC&Y, renumbered 105 (1964), then traded to GM-EMD for new AC&Y power.

(2) 7-10 were sold to Wheeling Pittsburgh Steel Corp., renumbered 1246-1249 (1964).

(3) 90 was sold to Weston & Brooker Crushed Stone, renumbered 90 (1964); then to Martin-Marietta, renumbered 90; then to Birmingham Rail & Locomotive, renumbered 101 (4/74); then to the Virginia Central, renumbered 102.

(4) 95-98 were originally Wheeling & Lake Erie D1-D4, then NKP 95-98. Nos. 95-97 were sold to the Wabash, renumbered 347-349; then inherited by the N&W, renumbered 3347-3349. N&W 3347 was leased to the Des Moines Union, renumbered 6 (1/67). N&W 3348 was sold to Island Creek Coal Co., renumbered 3-B. N&W 3349 was sold to Celanese (10/66). NKP 98 was sold to the DMU, renumbered 5 (12 .61). DMU 5-6 were returned to the N&W, renumbered 3346-3347. N&W 3346 was retired (11/72). N&W 3347 retired (1/67), was traded to GM-EMD for new N&W power.

(5) 100-101, 309 were sold to GE, then to Independent Iron & Metals, then to columbia Iron & Steel and scrapped.

(6) 180-190 were traded to Alco Products for 865-875 (1962).

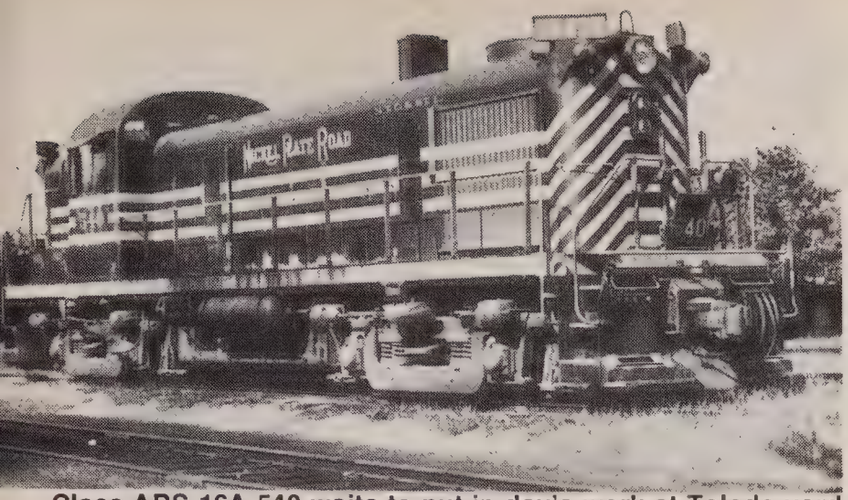
(7) The disposition of 305-308, 310-312 is unknown to us.

(8) 320-321 were rebuilt by Alco Products, reclassed BARS-18a (1959). Nos. 322-323 were rebuilt by GM-EMD, reclassed BERS-17a (1959).

(9) 507 was traded to GM-EMD for 910 (1963).

(10) 559 was traded to Alco Pr. for 578 (1963). ●

Railroad Class	Road Nos.	N&W Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
AS-10a	1-6	—	1000	Alco-GE	S2	B-B	57,500	230,000	1942	1
ES-10b	7-10	—	1000	GM-EMD	NW2	B-B	61,900	247,640	1942	2
ES-10c	11-22	2011-2022	1000	GM-EMD	NW2	B-B	61,900	247,640	1947-8	
AS-10b	25-26	2025-2026	1000	Alco-GE	S2	B-B	57-500	230,000	1947	
AS-10b	27	2027	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	28	2028	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	29-30	2029-2030	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	31-33	2031-2033	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	34-35	2034-2035	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	36-42	2036-2042	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	43	2043	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
ASM-10a	44-45	2044-2045	1000	Alco-GE	S2	B-B	57,800	231,200	1950	
AS-10c	46-58	2046-2058	1000	Alco-GE	S4	B-B	57,600	230,400	1951	
ASM-10b	59-60	2059-2060	1000	Alco-GE	S4	B-B	57,800	231,200	1951	
ASM-10c	61	2061	1000	Alco-GE	S4	B-B	57,700	230,800	1952	
AS-10d	65-73	2065-2073	1000	Alco-GE	S4	B-B	57,500	230,000	1952	
AS-10e	74-77	2074-2077	1000	Alco-GE	S4	B-B	57,700	230,700	1953	
ASM-10d	78-83	2078-2083	1000	Alco-GE	S4	B-B	57,800	231,100	1953	
AS-6a	85	2085	660	Alco-GE	S1	B-B	49,600	198,300	1950	
GS-4a	90	—	380	GE	44-ton	B-B	22,000	88,000	1949	3
ES-10a	95	—	1000	GM-EMC	NW2	B-B	62,100	248,540	1940	4
ES-10a	96	—	1000	GM-EMC	NW2	B-B	62,100	248,540	1940	4
ES-10a	97-98	—	1000	GM-EMD	NW2	B-B	62,100	248,540	1941	4
BS-10a	100-101	—	1000	BW	DS 4-4-1000	B-B	61,000	243,800	1948	5
ES-6a	105-106	2105-2106	600	GM-EMD	SW1	B-B	49,300	197,000	1950	
ES-8a	107-114	2107-2114	800	GM-EMD	SW8	B-B	57,600	230,500	1952	
FS-10a	125-133	2125-2133	1000	FM	ALT 100.6a	B-B	61,700	246,940	1948-9	
FS-12a	134-138	2134-2138	1200	FM	H12-44	B-B	62,000	248,000	1953	
FS-12b	139-145	2139.2145	1200	FM	H12-44	B-B	61,700	246,700	1957	
FS-12c	146-155	2146-2155	1200	FM	H12-44	B-B	61,090	244,360	1958	
AP-20a	180-186	—	2000	Alco-GE	PA-2	A1A-A1A	51,400	308,400	1947	6
AP-20a	187-190	—	2000	Alco-GE	PA-2	A1A-A1A	51,400	308,400	1948	6
ES-12a	230-232	2230-2232	1200	GM-EMD	SW7	B-B	61,700	246,800	1950	
ES-12b	233-237	2233-2237	1200	GM-EMD	SW9	B-B	61,700	246,800	1951	
ES-12c	238-244	2238-2244	1200	GM-EMD	SW9	B-B	61,700	246,800	1952	
LS-10a	305-308	—	1000	LH	Yd. Sw.	B-B	59,600	238,260	1949	7
LS-12a	309-312	—	1200	LH	Yd. Sw.	B-B	62,000	248,000	1950	5, 7
BRS-16a	320-321	2320-2321	1600	BLHW	AS-16	B-B	62,250	249,000	1953	8
BRS-16b	322-323	2322-2323	1600	BLHW	AS-16	B-B	64,750	259,000	1954	8
ARX-18a	325-332	2325-2332	1800	Alco Pr.	RSD-12	C-C	92,540	370,160	1957	
ARX-18a	333	2333	1800	Alco Pr.	RSD-12	C-C	92,540	370,160	1957	
ERX-17a	340-359	2340-2359	1750	GM-EMD	SD9	C-C	92,000	368,000	1957	
ERS-15a	400-412	2400-2412	1500	GM-EMD	GP7	B-B	59,100	236,400	1951	
ERS-15b	413-422	2413-2422	1500	GM-EMD	GP7	B-B	59,100	236,400	1953	
ERS-15c	423-447	2434-2447	1500	GM-EMD	GP7	B-B	59,100	236,400	1953	
ERS-17a	448-476	2448-2476	1750	GM-EMD	GP9	B-B	61,200	244,800	1955	
ERS-17b	477-479	2477-2479	1750	GM-EMD	GP9	B-B	63,100	252,400	1955	
ERS-17c	480-483	2480-2483	1750	GM-EMD	GP9	B-B	63,000	252,000	1956	
ERS-17c	484-485	2484-2485	1750	GM-EMD	GP9	B-B	63,350	253,400	1956	
ERS-17d	486-509	2486-2506, —, 2508-2509	1750	GM-EMD	GP9	B-B	61,350	245,400	1956	9
ERS-17e	510-529	2510-2529	1750	GM-EMD	GP9	B-B	61,450	245,800	1958	
ERS-17f	530-534	2530-2534	1750	GM-EMD	GP9	B-B	61,600	246,400	1959	
ARS-16a	535-557	2535-2557	1600	Alco	RS-3	B-B	62,100	248,400	1954	
ARS-18a	558-562	2558, —, 2560-2562	1800	Alco Pr.	RS-11	B-B	61,850	247,400	1956	10
ARS-18b	563-567	2563-2567	1800	Alco Pr.	RS-11	B-B	61,200	244,800	1958	
ARS-18b	568-572	2568-2572	1800	Alco Pr.	RS-11	B-B	61,200	244,800	1958	
ARS-18d	573-575	2573-2575	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1960	
ARS-18d	576-577	2576-2577	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1960	
ARS-20a	578	2578	2000	Alco Pr.	DL-721A	B-B	64,235	257,300	1964	10
ERS-18a	700-709	2700-2709	1800	GM-EMD	GP18	B-B	61,100	244,400	1960	
ERS-17g	800-814	2800-2814	1750	GM-EMD	GP9	B-B	61,750	247,000	1959	
ARS-18c	850-863	2850-2863	1800	Alco Pr.	RS-11	B-B	61,300	245,200	1959	
ARS-18c	864	2864	1800	Alco Pr.	RS-11	B-B	61,300	245,200	1959	
ARS-18e	865-868	2865-2868	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	6
ARS-18e	869-870	2869-2870	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	6
ARS-18e	871-873	2871-2873	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	6
ARS-18f	874-875	2874-2875	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	6
ERS-22a	900-909	2900-2909	2250	GM-EMD	GP30	B-B	61,800	247,200	1962	
ERS-25a	910	2910	2500	GM-EMD	GP35	B-B	64,500	258,000	1964	9



Class ARS-16A 540 waits to put in day's work at Toledo yard.

Nickel Plate Road Archives

Nickel Plate Road Archives

Two GM-EMD GP's hauling freight at Spencer, Ohio.

GM-EMD GP7 No. 420, built in '53, had 59,100 lbs. t.f.

Photograph by Sy Reich

NKP Alco-GE PA-2 No. 180 on four-car train No. 9 at West 96th Street, Cleveland, Ohio.

Nickel Plate Road Archives

PASSENGER TRAIN SURVEY

It was an April day in '71 as Barbara Pickard of Ft. Myers watched SCL *Champion* at Clearwater, Fla.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

SCHEDULE CHANGES in almost 60 trains were made by Amtrak on April 24th, with major changes to some runs. The new times are due to a speed-up in some timetables, faster running time in others, and revisions to allow connections in Ogden, Utah, with the *Pioneer,* which began operating on June 7th between Salt Lake City and Seattle. Significant changes occurred on the *Broadway Limited,* operating New York-Pittsburgh-Chicago; on the *National Limited,* linking New York with Kansas City via Columbus and St. Louis, and on the *North Coast Hiawatha* and *San Francisco Zephyr.*

The *Broadway* became an overnight train between Chicago and Pittsburgh and a daylight train between Pittsburgh and New York. This allows it to maintain connections in Chicago with rescheduled Western trains.

The *National Limited* was rescheduled so that Columbus and Dayton, Ohio, could be served at reasonable morning and evening hours instead of during the middle of the night. This train also operates on an improved pattern between St. Louis and Kansas City, with a reduction made in the connecting time in Kansas City to the *Southwest Limited* for Los Angeles.

Minor schedule adjustments were made on Amtrak's *Shenandoah,* Washington-Cincinnati. Also on the eastbound *Lake Shore Limited,* Chicago-Cleveland-New York; the northbound *Colonial* on Sundays and holidays, Newport News-Richmond-New York; the westbound *Water Level Express,* New York-Albany-Buffalo, and on all New York-Florida trains. A new stop was added to the *James Whitcomb Riley,* a Washington-Chicago train, at Thurmond, W. Va.

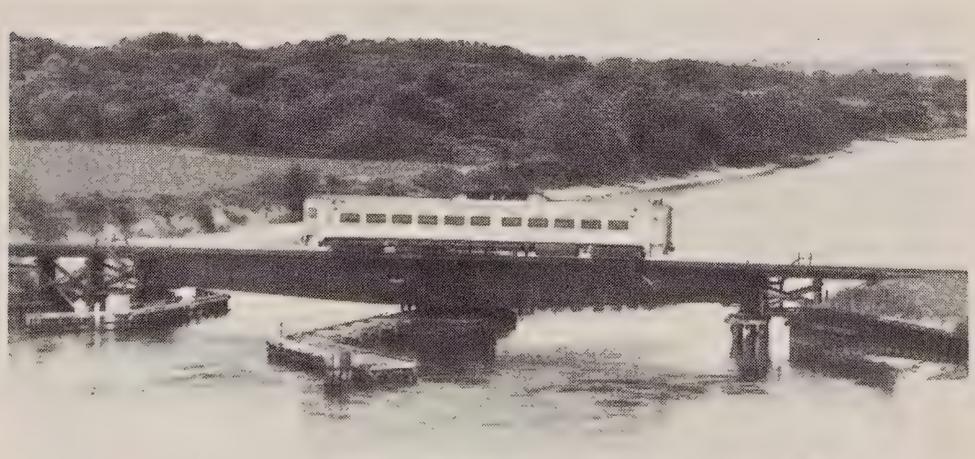
The *Blue Ridge,* operating Washington-Martinsburg, W. Va., now stops in Rockville and Gaithersburg, Md., on its week-end schedule to carry excursionists to Harpers Ferry, W. Va.

On its New York City-Montreal run, the *Adirondack* now makes two new stops: at Port Kent, N.Y., across Lake Champlain from Burlington, Vt. (accessible by ferry boat) and at Westmount, Quebec.

The *Empire Builder* now leaves Chicago daily at 1:40 p.m. (former time 3:30 p.m.), with eastbound arrival in Chicago at 5:15 p.m. (instead of 2:20). Times changed also at all other points on this Chicago-Seattle route. The *North Coast Hiawatha* now departs from Chicago at 9:30 a.m. (instead of 11:30 a.m.) and the eastbound arrival was changed to 10:05 p.m. (instead of 8:45 p.m.). Times at all intermediate points on this Chicago-Billings-Seattle route also were revised. The *North Coast Hiawatha* formerly operated three days a week over its entire route but now runs daily thru Sept. 7th.

The eastbound *Southwest Limited,* a Los Angeles-to-Chicago train, now operates a half-an-hour earlier, arriving in Chicago at 1:35 p.m. (instead of 2:05 p.m.). The *Southwest Limited's* westbound schedule did not change. A new stop at Rosenberg, Texas, was added on the *Sunset Limited* route, New Orleans, Phoenix-Los Angeles, and *Lone Star,* operating between Chicago, Fort Worth, and Houston.

On the Chicago-Detroit route, a new



Train 461 Pennsylvania-Reading Seashore Lines crosses Cape May Canal, an intercoastal waterway near Cape May, N.J., on July 23, 1972.

H. Gerald MacDonald, 124 East Wisteria Rd., Wildwood Crest, N.J. 08260

stop was added at Dowagiac, Mich., with train times of 11:59 a.m. westbound and 7:32 p.m. eastbound. Schedules were changed slightly on the *Sunset Limited, Inter-American, Lone Star, Lake Shore Limited, Panama Limited,* and on most short-distance trains radiating out from Chicago.

Times at all points served by the *San Francisco Zephyr,* still operating Chicago-Denver-Reno-San Francisco, likewise changed, with the Chicago departure slated for 4 p.m. (instead of 6 p.m.) and arrival at 3:35 p.m. (instead of 11:55 a.m.).

Since June 7th Amtrak has offered a connection from the *San Francisco Zephyr* at Ogden with a new train, the *Pioneer,* which runs through Idaho and Oregon to Seattle. Major intermediate points on the *Pioneer* are Pocatello, Boise, and Portland.

INCIDENTALLY, here is a poem entitled *"The San Francisco Zephyr,"* written by Patrick Irelan, 431 E. Jefferson, Iowa City, Iowa 52240, a longtime reader of *Railroad Magazine,* whose father (now retired) was a railroad telegrapher for the Burlington and then the Rock Island. Pat's mother was a clerk for the CB&Q in the 1940s when he was just a baby, and he grew up in and around depots.

A child cries
as the train slows
and stops.
Across the aisle
a man stirs.
"What place is this?"
"Lincoln," the woman answers.
The train moves on,
and they go back to sleep.

The sound
of the rails
comes through the door
as the conductor enters
to take tickets.
A porter brings
some more pillows.
Then it grows quiet
in the car.

Beyond the window,
the night gathers speed,
and warning lights
fall down the sky.
Streaked with red,
the darkness rushes
past the train
and fills
the waiting fields.

te winter still hung on at Vaudreuil, Que., in March 1960 as a westbound Canadian cific passenger train thunders by the depot platform. Photograph by David Plowden

$1.75 Billion Track Job

WORK is under way on the $1.75 billion Federally-funded drive to bring the Boston-New York-Washington rail corridor to 120-mph speeds by 1981. Transportation Secretary Brock Adams and Amtrak President Paul H. Reistrup joined the first 12-man track team when it began the job March 31st on a 7½-mile section of the Northeast Corridor's mainline near Odenton, Md. They watched the men working with two examples of the kind of modern automatic track construction and maintenance machinery which will be used in large quantities in the Northeast Corridor as the improvement program picks up momentum.

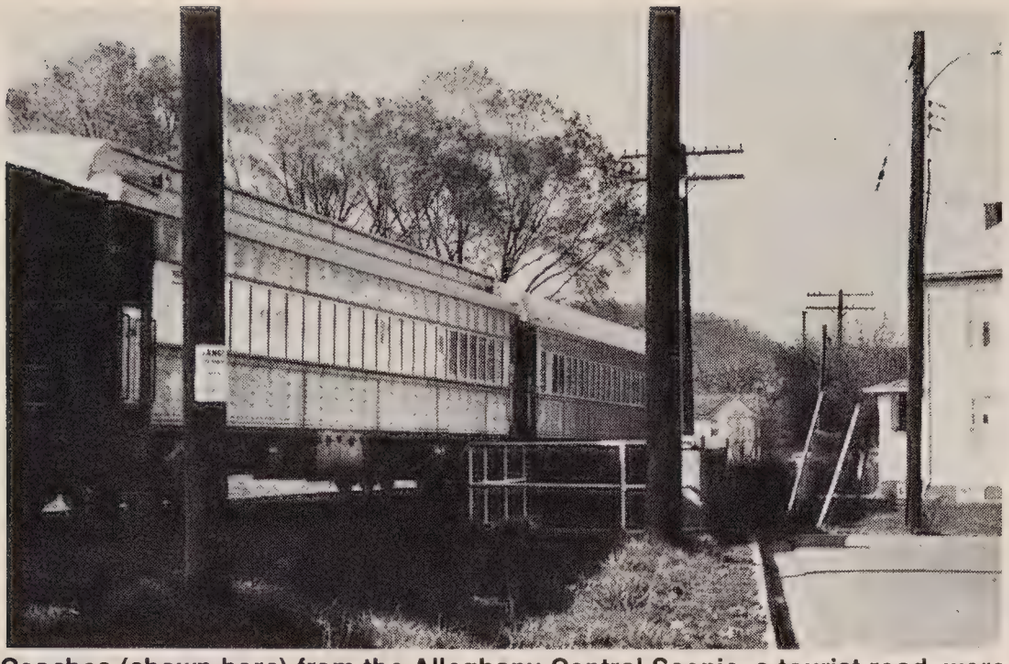
The gandy dancers operated a 41,000-pound automatic tamping machine which lifts a complete section of track, levels it, aligns it, and then re-compacts the crushed rock ballast around the ties of the straightened and leveled track. A slightly smaller machine—a ballast regulator—went ahead to prepare the underlying rock ballast.

This massive project will bring an army of labor and machinery to the tracks. It is expected that by the end of 1977 more than 6,000 new workers will have been hired. The project represents America's first huge public commitment to a modern, intercity, rail corridor. When it is completed, electric powered trains—free from dependence on petroleum fuel—will run at speeds up to 120 mph between Boston and Washington.

To do this, electrification will be extended between New Haven and Boston while the existing electrification between Washington and New Haven will be modernized. Sharp curves will be eliminated or moderated, hundreds of bridges will be replaced or strengthened, key tunnels will be reworked, grade crossings will be eliminated, right-of-way will be fenced, signaling, communication, and traffic control systems will be modernized, and stations will be improved and maintenance facilities modernized.

USA RAILPASS prices have again been raised by Amtrak but only through the peak-travel summer months. Until August 31st the 14-day pass is up from $165 to $290; the 21-day pass from $275 to $450. But those sold overseas for use only by visitors from abroad are still sold at the old rates. Further details available at any Amtrak ticket office.

AMTRAK has "for sale" signs on three TurboTrains that generated maintenance headaches when they were operated until last year on the



Coaches (shown here) from the Alleghany Central Scenic, a tourist road, were used to pick up 140 passengers stranded by a derailment of Amtrak's eastbound *James Whitcomb Riley,* a six-coach train of new Amfleet equipment, near Frazier, W. Va., last April 7th. There were no casualties. Chessie officials borrowed the coaches from ACS president Jack Showalter, who keeps them at Covington, Va., terminal, from which he operates 2-hour, 32-mile weekend and holiday trips thru October over ex-C&O tracks. Train leaves Intervale, just north of Covington, at 2 p.m. pulled by ex-CP 1286. Randy Gilbert, Covington, Va.

run from New York to Boston. The trains were taken from service last September and now are idle at the Field's Point Maintenance Yard near Providence, R.I. Amtrak is negotiating to sell either the entire trains or parts of them to Canadian National, which owns the only other TurboTrains.

CAN ANY reader supply details of marriages aboard trains? Here's an item from the *Nebraska Herald* of Jan. 12, 1871: "Out on the Burlington & Missouri Railroad the other day, a couple were married while the cars were going at the rate of 30 miles per hour. Marital matters and things are becoming of such frequent occurrence on our railways that we suggest the keeping of train ministers and doctors to meet cases of emergency."

Commuter Department

BOSTON & MAINE and Massachusetts Bay Transportation Authority announce new savings and services to make commuting by rail more economical and convenient. The B&M monthly commutation ticket now features a 25¢ MBTA rapid transit pass stamped on the back. This pass, good for unlimited rides at any 25¢ MBTA rapid transit station, carries no additional cost and will save the average commuter about $10 per month.

Furthermore, weekday service between Reading, Wakefield, Melrose, and the new Malden Center rapid transit station has been increased to every half hour during the mid-day off peak. This is done through a Reading-Malden Center shuttle and means easier and more frequent access to downtown Boston. Additionally, Malden Center is served by evening, off-peak, and week-end trains. Under MBTA contract, B&M has upgraded track and equipment and increased the speed limits in several areas.

COMMUTERS to and from New York City can use this traveling time to earn credit for a bachelor's or master's degree in a program offered by Adelphi University. Morning and evening, four days a week on four different commuter lines, including Conrail and the Long Island Rail Road, instructors from Adelphi teach about 150 commuters.

In six years, "Adelphi on wheels" has turned out 130 master's degrees, six bachelor's degrees, and provided continuing education for about 500 commuters. The program started in 1971 when Matthew Kiernan, a Long Island management consultant, approached the university with a proposal that commuters put the wasted train time to something more useful—like education.

Kiernan formed a company called Edu-Tran to lease the railroad cars for classrooms and provide the necessary teaching aids—a lecturn and chair for the teacher and a couple of blackboards. Edu-Tran rents each classroom car for $1,000 to $1,200 per month. Commuter-students still pay tuition and full-fare commuter ticket price. Students praise the program as a constructive way to pass the time.

A "Hospital" for Wheels

WHEELS KEEP the commuter trains moving. But what happens when a wheel has trouble rolling along? It goes to Conrail's modern $1 million wheel "hospital" to be taken off its axle and either renewed or replaced. Opened last January, this facility at the car and engine shop in Harmon, N.Y., resolves a time element problem that in the past delayed the quick replacement or repair of wheels.

"It's a great saving of time and money," enthuses Michael McCarthy, foreman of the new wheel shop. "Before our new shop opened, we had to

This Montreal edifice was at one time Canadian Pacific's Hotel Viger and railway station. City bought it for $1 in '50. Now annex of City Hall.

Gus R. Portelance, 1430, rue St. Marc, App 1007, Montreal, Que., Canada H3H 2G3

accumulate a whole train carload of wheels to be shipped to Pennsylvania or Delaware, so this is a saving of about two weeks' time."

The Harmon wheel shop, funded by the Metropolitan Transportation Authority, serves commuter trains on Conrail's Harlem, Hudson, and New Haven lines. The wheels come in by flatcar, usually from Grand Central Terminal, and are moved into the shop by means of a seven-ton capacity crane. Once inside the shop, the journal boxes, which hold the wheels in the truck frame, are removed and the wheels are taken off the axle.

"We put them in a new $100,000 wheel press which pushes the wheel off its axle by means of a hydraulic press," McCarthy explains. "The axle is then cleaned in an axle lathe, checked to see if it's bent, and any imperfections on the surface are smoothed out. Next, we 'magnaflux' it to check for cracks. What we do is magnetize the axle and a black light will show up the cracks."

The wheel is brought to the new $176,000 boring mill, an impressive-looking machine that drills a hole in the wheel for a tight, accurate fit on the axle. The steel is actually shaved off thinly, a process known as "facing." Then the new wheel is pushed onto the axle, the cleaned journal boxes are pressed back on, the whole assembly is greased, and they are stored. Wheels, axles, and journal boxes that cannot be repaired or are too worn down are scrapped.

(Top) Foreman Michael McCarthy (right), 32-year railroad veteran, and Mike Head, one of six employees who work at Harmon, N.Y., wheel shop, inspect a wheel on boring mill. Five pairs of wheels are processed in a day.

Photo Communications, Metropolitan Transportation Authority

Bill Strand of Peekskill (middle), works at the axle lathe in Conrail's wheel shop. As part of the process, he will clean the axle, check to see if its bent and smooth out any surface imperfections that might appear.

Oldtime Dining Cars

A RECENT journey on Amtrak up the Hudson prompted me to recall the New York Central's dining-car era. Many years ago, unless a man was completely dressed in a business suit, with a tie, he was not seated in the diner. Also, on such trains as the *20th Century Limited* and the *Wolverine,* each table had a single flower in a vase, usually a rose.

Train crew men walking through the train had to remove their hats upon entering a diner. The *Century* diner was in two sections or cars. One had nothing but tables in it; the other had the kitchen and club-lounge. The passageway between them was very wide, fully sealed against drafts.

In those days, the tablecloth was changed after every meal. It was amazing to watch a waiter do it. He was trained never to spill a crumb. He'd take whatever was on the table, including the sugar bowl, salt, and pepper, and move them to the side nearest the window. Next he'd carefully fold in half the tablecloth and remove the items near the window, placing them on the

In storage yard outside the new $1 million wheel shop (bottom), foreman McCarthy, of Yonkers, inspects wheels before they are moved into the shop.

bare table. Then he'd neatly fold the cloth and put it under his arm, where he already had the clean tablecloth. Then he'd lay the clean cloth on the table and unfold half of it, setting all of the table items back on the window side. After unfolding the other half, that particular job was done. With menu in place and utensils down, it was ready for the next patron.

In many years of train travel, I've never seen a waiter spill a drop of food from a tray he carried while the train was in motion. The Central used mostly Negro help in the diners of the 1940s and '50s: waiters, cooks, and stewards. In 1946 the Pere Marquette began using waitresses. The Bangor & Aroostook had hostesses who also served as waitresses, one for each dining-car section. BAR dining cars, unlike those on other roads, did not have chairs but used coach seats with tables placed between.—John J. Maggio, Jr., 102 Bay 11th St., Brooklyn, N.Y. 11228.

On Our Bookshelf

A CHOICE COLLECTION of drawings, photos, and information on 28 oldtime North American railroad depots has been assembled by Harold A. Edmonson and Richard V. Francaviglia and published under the title of *Railroad Station Planbook*, with 96 pages, 11¼x8¼", and a semi-stiff board cover. The material is divided into (1) flag, whistle, and milk stops, (2) combination passenger-freight stations, (3) upstairs-downstairs stations, (4) freight stations, (5) stations at junctions and diamonds, (6) commuter stations, and (7) small city stations, but no big city terminals. This well-gotten-up book has a wide geographical range and a definite appeal for anyone interested in depots of bygone days, whether railfans, historians, architectural students, or model railroaders. It may be had for $4 from Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, Wisc. 53233.

YOU MAY RECALL that in 1975 the publishers of *Passenger Train Journal* magazine issued their first *Passenger Train Annual*. The success of that softcover photo album prompted them to follow-up with *Annual No. 2*. The latter, with 76 pages, also has a horizontal format, 10½x8½", that lends itself very well to railroad photography, *No. 2* focuses on U.S. and Canadian passenger trains of the Amtrak and pre-Amtrak eras, and carries a good geographic and chronolocial balance of photos. Surprisingly, it is slightly larger and offers more color but costs less! *Passenger Train Annual No. 2* is available from PTJ Publishing, Inc., P.O. Box 397, Forest Park, Ill. 60466, by mail $6.50 postpaid (Illinois residents add 5% tax) or from Railroad Magazine Book Service. ●

Grand Trunk's pert little 0-6-0T switcher played part in Ontario's steam age shifting cars across bridge from Niagara Falls to Buffalo, N.Y., in May, 1917.
Collection of Gorton T.H. Wilbur

BOOKS of the RAILS

by Gorton T.H. Wilbur

NORTH AMERICA BY RAIL, by Inez and David Morris, 227 pages, 6x9", softbound, photos, maps, timetables, symbols, etc., Bobbs-Merrill Co., $5.95. (Available from Railroad Magazine Book Service.)

For those making vacation plans, but still undecided where to go or how to get there, this book is for you. It will never take its place as a heavy travel tome or win an Oscar for best pix, but for a fun-by-rail experience and how to get the most pleasure out of vacation, ride along with Inez and David Morris.

THE STEAM AGE IN WESTERN ONTARIO, by E.B. George, 126 pages, 9x11½", hardbound, photos, rosters, timetables, heralds, F.J. Ram, publisher, $23.50 in Canada, $24.75 elsewhere. (Available from Railroad Magazine Book Store.)

This is the first composite record of railroads in western Ontario, yet as railfans know, this is an area rich in rail history. As the author points out, at one time more trains entered and left London daily than any other city in Canada. The book contains many rare steam and traction photographs of such lines as the Grand Trunk, Canadian National, Canadian Pacific, Pere Marquette, Wabash, New York Central, Lake Erie & Detroit River, Great Western, London & Lake Erie, and London & Port Stanley.

E.B. George, a professor at Philathea College in London, who knows his subject, writes: "Quite a number of books on railroading in Canada have recently been published, but in them all very little or practically nothing has been said about railroad lines which constitute what is probably the most concentrated network of tracks in the Dominion of Canada—Western Ontario. Not only are there more lines, but there are more railways. I have tried to get the best photographs possible, but it must be realized that when one goes back many decades he is extremely fortunate to get some of the things he wants.

SMOKE, STEAM & CINDERS, edited by James M. Shafer, 96 pages, 6½x9½", photos with captions, Pennsylvania Mirror, $2.50. (Available from Railroad Magazine Book Service.)

In 1866 Altoona produced the first of a long line of steam locomotives that brought fame to Blair County. In *Smoke, Steam & Cinders* the author brings a fine pictorial history of the Pennsy's Middle Division. The color pix are fair, but the overall photo treatment of some memorable power, such as the E-3a's, K-2's, and K-4's, is very well put together. Many historic pix are from *Interesting Railfan* Harry P. Albrecht's collection, which should make the Pennsylvania faithful sit up and take notice.

TRAIN SHED CYCLOPEDIA INDEX VOLS. 1-42, 49 pages, softbound, 8¼x11½", table of contents of entire TSC from Locomotives from 1922 Cyclopedia to Passenger Cars 1919, $2.95, published by Newton K. Gregg. (Available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA NO. 52: STEAM LOCOMOTIVES FROM THE 1919 LOCOMOTIVE CYCLOPEDIA (PART 1), 64 pages, softbound, 8¼x11½", reprinted from original edition, photos, specs, scale drawings, text matter, $4.50.

TRAIN SHED CYCLOPEDIA NO. 53: STEAM LOCOMOTIVES FROM THE

1919 LOCOMOTIVE CYCLOPEDIA (PART 2), 64 pages, softbound, 8¼x11½", reprinted from original edition; scale drawings, specs, photos, text matter, $4.50.

DATE NAILS COMPLETE, by Glenn Wiswell and John Evans, 350 pages, 6x9", soft and hardbound, photos, period ads, Wesis Publications, softbound $15, hardbound $22. (Available from Railroad Magazine Book Service.)

Collecting date nails is a fast-growing railfan hobby. Date-nailers might be interested in the earliest known reference to their hobby in the U.S. was made in the Dec. 18, 1891, *The Railroad Age Gazette,* by H.D. Mason, purchasing clerk for the Allegheny Valley Railroad. Recognizing the impossibility of preparing a complete authorative reference, Wiswell and Evans nevertheless submit this first edition of *Date Nails Complete.* Most of the nails pictured in this book are from their own large collections. They welcome advice, comment, and trades. If you have nails not shown, tell them. They want to buy, trade or borrow them for the next edition. The authors recommend, as I do, that such hobbyists join the Texas Date Nail Collectors Assn., 405 N. Daugherty St., Eastland, Texas 76448. Dues are $7.50 a year.

Journals and Periodicals

THE SOUNDER, edited by Thomas Lawrence, is published quarterly by the Puget Sound Railroad Historical Assn., P.O. Box 3801, Seattle, Wash. 98124. Annual subscription is $3. Aided by Larry Bunting, associate editor; Wallace Anderson, assistant ed; Tom Lewiston, staff photographer, and Robert Garrison, PS&SV photo processing, Tom Lawrence puts out a good publication. It's of special interest to Pacific Northwest railfans.

BRITISH RAIL NEWS published monthly and edited by Fred Stone, 222 Marylebone Rd., London NW1 6JJ, England, sells for 5 pence on British news-stands. This newspaper for British Rail employees and fans carries many fine articles and pictures on English locos and equipment. Also depots, museums, and ship coverage.

THE TIMETABLE COLLECTOR, edited by Ed Gardner for National Assn. of Timetable Collectors; pix, maps, timetables. Copies sell at $1 each from Bob Russell, 400 S. Chester Pike, Apt. 6-B, Glenolden, Pa. 19036. Regular membership, $12. Get details from John Weston, membership director, P.O. Box 339, Wilmette, Ill. 60091. Right now, the big event for NATC members is the annual meeting, Aug. 11-13, at the Ramada Inn, Hamden, Conn.

THE RAILWAY HISTORY MONOGRAPH, edited by Wm. F. Rapp, with pix, maps, drawings, text: J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 a year, issued quarterly, $2 single copy. Devoted to railroads, trolleys and interurbans.

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SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	(16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	(5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.95	(5.65)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	(15.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 6.00	(5.70)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$72.50	(68.90)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
AMTRAK CAR SPOTTER, edited by Robert J. Wayner	$ 4.95	(4.70)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	(7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)

HOBBY CLUB

conducted by Sy Reich

Railfans traveling to Indiana this summer will have lots of fun riding behind Little River 110 on the Pleasant Lake-Angola run.

Photograph by Charles Willer

WOULD ANYONE be willing to help a totally deaf and dumb girl take railphotos? She is an ardent railfan: Miss Alexandra Bouquet, a postal clerk, age 37, single, 70-35 Broadway, E-7, Jackson Heights, N.Y. 11372. Because of her extreme handicap, she is often treated rudely and impatiently by railroad men when she tries to take pictures.

Alexandra wants to visit the outskirts of railyards, etc., in New Jersey, but would like to know how to reach locations where she can photograph such subjects as covered hopper cars, freight trains, Conrail-blue diesel locomotives, cabooses, piggyback loading, roundhouses, car shops, etc.

She has three cameras and a photo collection she'd like to show to any female railroad employee or railfanette who will accept an invitation to lunch in her apartment. What she needs most of all is an escort, male or female, who will guide her to picture spots and, if possible, do something she cannot do, talk and listen on her behalf. She would also welcome letters from readers offering practical suggestions for her hobby.

Alexandra realizes, of course, that her loss of hearing makes it unsafe for her to visit railroad areas alone. When she came to our office the other day, our only means of communication was by written notes. She is moderately good-looking, has a pleasant and eager disposition, but is understandably lonesome. Her off days are Wednesdays.

WITH SUMMER vacation-time here, railfans are thinking of such things as helping the Baltimore & Ohio celebrate its 150th birthday at the B&O Museum in Baltimore, riding one of the Chessie Steam Specials, and a car ramble to some unfamiliar rail area. In the last-named case, you could contact some state highway department or Chamber of Commerce for an area map of the locale you'd like to visit. C of C maps show most rail yards, streets, gas stations, restaurants, hotels, and motels.

For Canadian travel, write the Canadian Government Office of Tourism, 150 Kent St., Ottawa, Ont. K1AOH6. If you're planning to go down Mexico way, get in touch with the Mexican National Tourist Council, 875 N. Michigan Ave., Chicago, Ill. 60611.

U.S. state highway department county road maps show all roads and railroads. Some state maps showing rail areas are free, or at most for a small charge of about 15¢. These you can usually get from the state's highway department at the state capital. Even some of the gas company maps carry the rail message. Believe me, any such map is an excellent reference when chasing trains on rural roads or on auto-rail rambles.

Also valuable are topographical maps, available to the railfan in his search for present or abandoned lines. Topography maps show the geology of the land, its rivers, mountains, valleys, lakes, etc. But they are seldom current, because they are mainly for geological info. However, this is a big plus in tracing an abandoned line. The man-made cuts and fills of the railroad grade are clearly visible on the map, and likely the railroad itself on an old map.

The Chessie System Specials, operated in May behind ex-Reading 2101, observing the B&O's birthday, may be repeated as fall foliage trips in the East. Fans west of the Alleghenies on C&O-B&O rail should write to Chessie Steam Special, Dept. C.J., 2 North Charles St., Baltimore, Md. 21201. Or, if you are in the B&O Museum area, inquire about the area and trip you are interested in.

THOMPSON SCHOOL at the University of New Hampshire will be operating the picturesque Durham depot as a railroad restaurant. They want help in developing a nostalgic railroad atmosphere and restoring some of the original beauty. They need hats, lanterns, flags, tools, interesting photos, memorabilia, even a baggage wagon. Acknowledgement of donors will be credited on all gifts displayed. Contact Prof. Roy S. Alonzo, T.S.A.S.—U.N.H., Durham, N.H. 03824.

MRS. BETTIE COLEMAN, 84, loves trains so much that the Columbus & Greenville has honored her by officially designating her favorite train-watching spot near her home in Winona, Miss., as "Bettie's Mountain." Volunteer rail employees made a large, cross-shaped sign bearing that name and put it on the spot.

CHARLIE WILLER of Angola, Ind., says the Little River R.R. is running this summer. This is Charlie's pride and joy. Problems involving trackage rights and Federal inspectors having been solved, the first run was slated for June. The train runs week-ends and holidays between Pleasant Lake and Angola on a 9-mile round trip through Steuben County hauled by 66-year-old baby Pacific 110. Trains leave Pleasant Lake at 1:30 and 3:30 p.m., and Angola at 2:30 p.m. Round-trip still costs $3 for adults, $1.50 for kids. Memberships are available. Members get free passes to ride the train. Special events planned are a fireworks special, movie nights, and handcar or motorcar rides. For info contact Charlie at Little River Railroad, P.O. Box 178, Angola, Ind. 46703, or phone 219 665-3890. If you'd like some first-hand experience at being a gandy dancer on the Little River call them.

THE 25TH ANNIVERSARY of the coronation of Queen Elizabeth II will be celebrated widely in Great Britain this year. British railfans plan special trips behind steam and electric power as well as visits to rail museums. An outstanding railfan group in the U.S., the Electric Railroaders Association, is doing its part in this observance by having its 1977 convention in London, with trips to points of electric rail interest in southern England. The boys will leave New York on June 27, via British Airways, arriving London the following morning.

After shaking the jet-lag, ERA will start the rounds of juice-riding with a full day on the London Underground and on the Southern Electric. After the July 1st banquet comes a trip to Blackpool and a ride on a chartered car, and a cruise to the Isle of Man for

two days of chartered car and tram riding before the July 5th flight back to New York.

ANYONE interested in Southern Calif. Edison date nails to trade? I have a 146-nail set with pole dates, "Big E's," steel code, copper code, and heights of 80, 85, and 90.—H.E. Kemp, 4307 Rockhouse Rd., Mojave, Calif. 93501.

KEITH WHITE, ye ed of Memphis Chapt. NRHS newsletter *The Memphis Buff,* had a newsy paragraph a while ago which said that with the 610 now in Birmingham, there is a total of eight steam engines in the Steel City at this time. They include a Florida tourist road loco, a U.S. Army 0-8-0, 722, 750, the S&A's 630, 4501, 4449, and the 610.

CANADIAN RAILFANS have a good journal, *Rail and Transit,* edited by David Smith for Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont. M5W 1AZ. It is published bimonthly at $1.25. Members get it as one of the membership benefits at $13 a year. Non-members also can subscribe. It is well put together.

THE SANTA FE Railway Employee's Amateur Radio Club has a new president for 1977, (WASFRJ) Russell D. Guill, 2415 11th Ave., Canyon, Texas 79015, who is also the net control for our Central Net. Its new secretary-treasurer is (W5LPI) J. Curtis Coble, 3714 Lewis Lane, Amarillo, Texas 79109, last year's president and alternate control for our Central Net. The nets had good reports through 1976, and we encourage all those who wish to check in, to do so. We welcome all amateurs wishing to join us: Central Net, 0800 CST, 3950-55 KHZ, Saturday: West Coast Net, 0900 PST, 3950 KHZ, Saturday.—M.C. Zuck (WA50PP), P.O. Box 562, Harrah, Okla. 73045.

JOE THOMPSON, ed of Mohawk & Hudson Chapt. NRHS newsletter *The Call Board,* writes that the 2-8-2 steam locomotives which the U.S. built at the close of WWII to help rebuild the war-torn railroad industry in France (Class 141-R) are much in the minds of certain persons these days. The French National Rys. donated one of them to the Pacific Southwest Railway Museum in San Diego, which is scratching for money to pay for shipping it.

A group in Belgium is putting together a history of them. The chapter's Alco historic photos project has supplied this group with several builder's photos of the Alco version, but they require more. They want pictures of these locomotives on the road, either on test runs or being shipped—hundreds of them want out of Schenectady by the trainload. Many such photos have been squirreled away and forgotten. The group in Europe will pay for copies. Contact Joe at 2512 McGovern Drive, Schenectady, N.Y. 12309.

SPEAKING of the Pacific Southwest Ry. Museum Assn., Chop Kerr, Dick Pennick, and Phil Middlebrook had quite a time welcoming a record breaking annual gala museum dinner crowd recently. You might remember when you see Gregory Peck in the recently released Universal film, *General MacArthur,* that PSRMA assisted in the production. The movie company painted its Coos Bay Lumber Co. 2-8-2T No. 11's silver smokebox green and the pilot red, relettering "Victorian Railways" on the depot (Santa Fe) side of the saddletank. A plate with the initials "AR" was placed over the front number plate. The sequence reproduced MacArthur's arrival and speech at the Melbourne, Australia, depot in 1943, and the San Diego station was redecorated accordingly by Universal's prop department.

JOHN DUMBLIS forecasts big doings at the Branford Electric Ry. operation at East Haven in this, their 30th, year of operation. Their popular Pageant of Trolley Cars, featuring more than 20 trolleys, interurbans, and rapid transit cars, will pass in review on July 30th. Short historical presentations will be given on each car. As in former years, we expect "Big Bill" Huber, the squire of Sag Harbor, N.Y., to run one of them. Adults $3, kids (5-11), $1.50. Under 5 free. Show will be going on most of the day, probably beginning around noon. To be sure, you'd better write them at Branford Trolley Museum, East Haven, Conn. 06512.

Another interesting series of events at Branford is its trolley car lecture series, an educational and entertaining presentations of the history, operations, technology, and humor of electric traction. Lectures will be held at the Museum on July 9, Aug. 13, Sept. 10, and Oct. 15. Admission fee for the programs beginning at 1 p.m. is $1.50. Write to the Museum for lecture series flyer "LR."

One of the reasons for going to the Museum is to ride the trolleys. The railway is open every Sunday, with cars running 11 a.m.-5 p.m., April through November, Saturdays and Sundays, May 28 through October, and every day, June 25 through Labor Day. Tickets are good for unlimited rides on day of purchase, including visits to the carbarn. Adults $2, kids (5-11), $1, under 5 free. The museum is easy to get to. Take Conn. Turnpike (I-95) to exit 51 (eastbound), or exit 52 (westbound).

INTERMOUNTAIN Chapt. NRHS is hosting probably the Rocky Mountain region's most complete show in Railfair '77 at Denver, Colo., July 9 and 10. R.W. Luckin tells us that exhibitors include Burlington Northern, antique collectors, NARP, Amtrak, DOT, railroad antique shops, dealers, etc. Admission $1 adults, kids 50¢. The events will be held at Jefferson County Fairgrounds on Saturday, 9 a.m.-6 p.m., and Sunday, 10 a.m.-4 p.m. And while on railfan doings in the Rocky Mountain area, Tom Daniels and Colorado Midland Chapt. NRHS, are to be commended for what looks like a fine series just started in Tom's Colorado Midland Rails, called Railfans Guide to Colorado. ●

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Aug. issue closed May 15.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

20th CENTURY LIMITED GLASSES. Attractively decorated in red and grey, 12 oz. size. Set of six, $12 plus $3 shipping.—Marquis, Box 68, Bryan, Ohio 43506.

WANTED: Timetables, lanterns, keys, cap badges, china, other items of railroad interest, one or a collection.—Jim Prokes, 7850 S. Kenneth, #10, Chicago, Ill. 60652.

TIMETABLES FOR SALE: New lists quarterly, send SSE for latest list. Paying maximum prices for your collections, one or a thousand,—Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

EUREKA SPRINGS RAILROAD and Missouri & Arkansas RR. Museum. Newsletter $1. Information packet on organization $5 (refundable).—2421 N. Ramsey, Springfield, Mo. 65803.

SEND LONG SSE for listing of over 60 railroad

lanterns. Also switch keys, locks, and signs. — Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

PAUL GARDE, 35-SLIDES CO., BOX 6098, Colorado Springs, Colo. 80934, out of business except to sell some slide collections of railroads and trolley in East and South-Southeastern regions. Large SSE for info. State wants.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate; $2. Also eager to buy all stock certificates and bonds! — Ken Prag, Box 531R, Burlingame, Calif. 94010.

WANTED: Copies of photos of the Eureka Springs Railway or the Missouri & North Arkansas.—Steve Chyrchel, Route 2, Eureka Springs, Ark. 72632.

"SMOKE, STEAM & CINDERS," a pictorial history of railroading along the Middle Division of the Pennsylvania Railroad, $2 per copy plus 50¢ for postage and handling. Send check or money order to Pennsylvania Mirror, Box P-10, State College, Pa. 16801.

WANTED: DENVER TRAMWAY photos, slides, negatives (b&w or color, original or copies), postcards, blueprints, system route maps, written history, *anything* on horsecars, cable-cars, streetcars, trolley coaches, city buses, in service or out of service (off trucks). Also same material on all other Colorado cities. Please write.—James Kunkle, Denver Tramway Historian, P.O. Box 2984, Denver, Colo. 80201.

RAILROAD RECORDINGS WANTED: LPs, tapes, cassettes!—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accululations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

RAILFAN LOCATIONS, branch lines, diesel rosters, news, photos, and maps in *Midwestern Rails*, 12 issues only $7.50 — White Publishing 208-L, N. Stewart St., Geneseo, Ill. 61254.

BOOK SEARCHING SERVICE: It's possible to locate almost any book published; also pamphlets, guides, catalogs, periodicals, maps, history, etc. — BOOK STOAR, 1111 Colcord, Waco, Texas 76707.

NEW ENGLAND DIESELS, by Albert and Melvin. From beginning diesel power through present, containing over 420 photos, map coverage, full indexing, 232 pages, hardbound, numbered, $24.95 postpaid. Large SSE brings flyer. — George R. Cockle and Associates, Box 1224 DTS, Omaha, Neb. 68101.

LIST 236B, pre-Amtrak system and commuter timetables, and Amtrak and Conrail timetables for sale. List, 14¢ in stamps.—Meyer, 128 Corner St., Watertown, Wisc. 53094.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

PENNSYLVANIA RAILROAD Ry. Post Office and theatrical baggage cars available for long-term lease or possible permanent loan to fan group, museum, etc. Suitable for operation or use as exhibit cars. Write Curator, Box 128, Ringoes, N.J. 08551.

FOR SALE: fantastic timetable grab-bags, $10 bargain. Clear plastic timetable slip covers, $7.50 per 100. Wanted: all timetable collections, any size, top $ paid.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

PAPER BONANZA: Send $3 for pack of 50 assorted high-quality paper items. Includes train orders, switch and clearance list, telegraphers' notes, and more. From mergered roads, C&GW & C&EI, PC many more.—Caboose-Hop, 130 West Austin, Libertyville, Illinois 60048.

LIST 237B. Employee timetable Bargain List. Nothing over $2. Send SSE.—Meyer, 128 Corner St., Watertown, Wisc. 53094.

HUDSON & MANHATTAN Railroad Company rulebooks, original, numbered, October 1923 editions. Beautiful condition, never issued out. Hard cover, 136-plus pages, with color illustrations and empty rear pocket. A real treasure! $10 each (includes postage).—Mark Samwick, Box 429, Milford, N.J. 08848.

FOR SALE: TVO Semaphone sign blades with three-color and light. Free with five lanterns, TVO switch locks, and one conductor suit. Value over $3,000. Yours for $1,500.—Edwin R. Goin, 2240 2nd P.L.N.E., Center Point, Ala. 35155.

RAILROAD PAPER: Annual reports, employees timetables, back numbers of magazines, train orders, etc., reasonably priced. Please send stamped envelope for list.—Wayland Brown, Box 13874, Savannah, Ga. 31406.

FOR SALE: Negatives, sizes 116 and 120, of pre-Amtrak passenger and head-end equipment, streetcars, stations, cabooses, and diesels. No list: specify wants.—Richard Anderson, 334 S. Prindle, Arlington Heights, Ill. 60004.

RAILROADIANA from my collection for sale, including lanterns, hardware, and paper items. Send 24¢ in stamps for list.—Bob Buckner, 758 Salisbury Rd., Columbus, Ohio 43204.

WANTED: Steam, electric, and diesel builder's and number plates. Have plates to trade. Send SSE for current list.—Ron Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

THREE- AND FIVE-CHIME whistles for sale. Want to buy builder's plates from Rogers, Cooke, Porter, or any Canadian. Send SSE. Kenneth Ondracek, Rte. 1, Box 168. Waterloo, Neb. 68069.

WANTED: Negatives, slides, transfers, anything on Scranton Railway Co. or Scranton, Montrose & Binghamton, Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

WANTED TO BUY: Will pay top dollar for any Pennsy steam locomotive plates, keystones or round, any Pennsy steam builders' plates, any Pennsy steam locomotive bell complete.—Joe Clayton, Rd. 2, Marter Avenue, Mooretown, N.J. 08057.

WANTED: Steam locomotive builders' photos and drawings of New York Central Niagaras.—R. Beeman, 705 Water St., Chittenango, N.Y. 13037.

ANTIQUE RAILROAD WATCHES: I buy, sell, and restore all types of American pocket watches. I might have the one you've been searching for. For restoration estimate send watches, insured, to Robert M. Wingate, 1630 Nokomis Ave., Dallas, Texas 75224. Phone (214) 337-1327. Member NAWCC-AWI. Also interested in purchasing any advertising signs on watches or railroad watch inspecting.

RAILROAD LANTERN AUCTION: Tall and short lantern and other railroadiana. Send SSE for list.—John L. Burn, Rte. 7, Box 214, Shelby, N.C. 28150.

THREE NEW YORK CENTRAL, 3 Phoebe Snow, 3 Delaware & Hudson, 3 Atlantic Coast Line authentic Libbey railroad-logo dining-car glasses, all for $16. Boxed set of Rio Grande train in Royal Gorge in Rocky Mountains; two Decks $4.50. Single deck Rio Grande steam train deck $3.75.—John Stone, 6810 Chambers Ave., Cleveland, Ohio 44105.

BOOKS BY SHELDON KING: *Trolleys of the Triple Cities*, 45 pages, 52 photos, 2 route maps, roster, $5 postpaid; *New York State Railways*, 128 pages, 170 photos, 9 route maps, rosters, 19 postpaid—from Whitehall Mail Service, 109 E. First Street, Elmira, N.Y. 14901. (New Yorkers pay sales tax, please!)

ULSTER & DELAWARE, by Best, $13.95; *Railroad Scene*, Middleton, $12.95; *Missabe Road*, King, $14.95; *Rio Grande*, Beebe-Clegg, $12.50; *Search for Steam*, Collas, $15; *Colorado Recreation Guide*, $8.95; *Snowplow*, Best, $6; *Trains We Rode*, Vols. 1-2, Beebe-Clegg, $17.50 each; *Unitah Railway* Bender, $9.50; 5-chime steam whistle, aluminum, $16.95; *Narrow Gauge in Rockies*, Beebe-Clegg, $11.95; *Maine Two-Footers*, Moody, $7.95; *Mixed Train Daily*, Beebe, $10.95; *Redwood Railways*, Kneiss, $6; *Mexican Narrow-Gauge*, Best, $7.50. Free railroad book, $1.50 retail, with each order of $15 or more. We pay postage; 3-4 weeks delivery.—Crel Company, Box 19098, Denver, Colo. 80219.

STEAM AND DIESEL PHOTOGRAPHS: Small stock left from Rail Photo Service files. Most all trunk roads, some shortlines. No list; state wants. Sent on approval; you pay first-class postage both ways. Size 616, 70¢ each; size 122, $1.10 each; 5x7, $4.50 each; 8x10, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

SP PHOTOGRAPHS: Steam, some diesel, close-ups and action shots. No list, sent on approval in groups of 100 or more. You pay first-class postage both ways. Some of the 8x10's are train shots of the 1920s, and some of the early observation cars. Size 616, 70¢ each; size 122, $1.10 each; 4x5, $4.50 each; 8x10, $6.50 each.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

BIG LIST: DINING-CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

Coming Events

(No charge for listing here)

STEAM POWERED passenger train with ex-Reading T-1 No. 2101 on Chessie System celebrating B&O's 150th birthday this summer on trips from points in Mich., Ill., Ind., Ohio, W. Va., Va. Possible fall foliage trips in East. T-1 pulls open-window coaches, air-cond. cars, first-class accommodations, snack-concession-baggage car. Photo run-bys. Write Chessie Steam Train, 2 N. Charles St., Baltimore, Md. 21201.

Black River & Western steam trains, Ringoes to Flemington, N.J., roundtrip, Sats., Suns., holidays until Dec. Some trips Tuesday thru Friday, July & Aug. Info from BR&W R.R., P.O. Box 83, Ringoes, N.J.

Valley Railroad steam trains, Essex to Chester, Conn., week-ends thru Oct., daily to Labor Day. Take Conn. I-95 to exit 69, then Rte. 9 to Exit 3. Contact Valley RR., Essex, Conn.

THROW AWAY YOUR OLD GAS-GULPING, POWER-ROBBING SPARK PLUGS!

Now!...*Run Your Car Without Spark Plugs...

GET MORE HORSEPOWER, MORE MILES PER GALLON USING ONLY YOUR ORDINARY GAS!

*

This revolutionary new invention, installed in less than 15 minutes, is so different it had to be given a brand-new name ... the FIRE INJECTOR. It must give you MORE horsepower, MORE miles per gallon for the life of your car. See unprecedented Guarantee below!

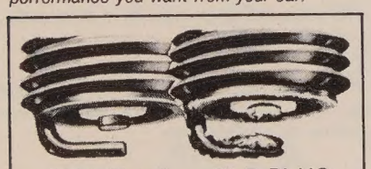
Your car runs because gasoline is fed into the cylinders where a spark causes it to fire. This action causes the gasoline to explode—this explosion pushes down the pistons. Now, here is the important thing to you. The larger this spark is, the more powerful the explosion. The more powerful the explosion, the more **power** you get from a given amount of gasoline.

Poor explosion means wasted gas, loss of power, poor getaway, bad starting, a sluggish car. A good explosion means more miles per gallon, more horsepower, better pickup, quick starting, an exciting car to drive.

WHAT CONTROLS YOUR ENGINE EFFICIENCY?

Your spark plugs control the efficiency of that explosion. And if they are **borderline** plugs, not only do they give a small spark to begin with, but they get worse every mile you drive. **That** you can see for yourself! Put a new set of spark plugs in your car and then look at them at 100 miles — at 1,000 miles — at 5,000 miles. Every time you look you will see more filth and carbon...more of the electrode burning and eroding away.

Why, some of the new high compression engines can burn up a set of spark plugs in a couple of thousand miles of driving. *Now, you tell me how a weak, inefficient spark from a filthy, burned-out plug can possibly give you the kind of flashing, economical performance you want from your car!*



NEW PLUG OLD PLUG

Spark plug experts admit that plugs only 200 hours old can waste **up to one quart of gas out of every gallon you buy**...that's 25¢ for every $1.00 you spend. And—after only 10,000 miles, they're ready for the garbage!

STOP USING YOUR OLD BORDER-LINE SPARK PLUGS NOW!

Now, read very carefully what I'm going to suggest. I am going to give you the idea to **stop using 10,000-mile spark plugs in your car!** That's right...get rid of them forever! But, you may ask: *"If I get rid of my plugs, what will make my engine run?"*

Well, please remember that if you were told a couple of years ago that your car could run without a carburetor, you simply wouldn't have believed it—yet today you can have gas injection and get more mileage, efficiency and power from less gas—and in a few years gas injection will have replaced carburetors on most cars. In the same way, all you have to do is to replace your old, borderline, inefficient spark plugs with a modern fuel ignition system, and you can do it yourself in 15 minutes if you've never handled a tool in your whole life!

MECHANICS AND ENGINEERS READ THE FOLLOWING CAREFULLY

Now, the new fire injection I am talking about is so inexpensive that it can pay for itself in gasoline savings alone. For the moment, forget about the **extra pep, power** and **performance** that can be in store for you. Forget about the **savings in spark plug servicing and replacement, the savings in wear and tear on pistons and cylinders.** Just remember that *one plug mis-firing in a V-8 engine can cut mileage by as much as* 12%. Just remember that this fire injection system can pay for itself in gas savings.

Let me tell you how:

A spark plugs jumps a spark of electricity across an air gap; this is very wasteful, and limits the size of the spark.

A **fire injector** fires on the surface of a semi-conductive material which delivers a heavy, powerful flame that will not blow out at pressures far greater than those created by high-compression engines!

On borderline spark plugs, the air gap is always getting larger—wasting power and gasoline. Your plugs are constantly accumulating filth and carbon because of inefficient ignition.

A **fire injector** has no air gap to erode away. It will actually outlast your automobile, delivering maximum efficiency without servicing or replacement. There is no wasted gasoline, no loss of power to which you are entitled.

Ordinary spark plugs have to be replaced regularly — or for extra life, you must remove them — clean them — regap and then re-install them.

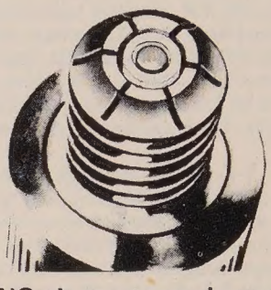
A **fire injector** is guaranteed for the life of your car - no cleaning, servicing, replacing.

POSITIVE, SCIENTIFIC PROOF!

When you get your set of **Fire Injectors,** here is all you do. If you have automatic transmission — make a note of how fast your car crawls forward when it is in the drive position with the motor idling. If you have a sports car, a racing car or a boat — make a note of the tachometer RPMs when idling.

If you have a regular transmission, put your car in low gear on a level road and notice its speed with the motor idling. Next, take any inexpensive spark plug wrench and remove your spark plugs. You'll never need them again! Just screw your **fire injectors** into the spark plug openings.

✓ CHECK THESE DIFFERENCES!

SPARK PLUG	FIRE INJECTOR
	
• Fires across air gap	NO air gap to erode away
• Wire electrode burns away	NO wire electrode
• Carbon ruins firing tip	NO tip deterioration
• Needs cleaning & setting	NO cleaning or setting
• Needs periodic replacing	NO replacing
• Spark blows out under pressure	NO blowing out even at highest compression

If you have automatic transmission, now put your car in drive and let your engine idle. If your car stood still with spark plugs, it will now move forward at from 4 to 6 miles per hour; that means the amount of gas that just kept your engine turning over will now carry you **further — faster — cheaper!**

If you have a racing car, sports car or boat, your RPMs will increase up to 200 *more* at idling, up to 300 *more* at high speed.

If you have regular transmission, in low gear and with your motor idling, your car will more forward 4 to 6 miles per hour *faster.* In other words, no matter what you drive, here is **absolute proof** that you can go **further** — go **faster** — go **cheaper** when you have proven **fire injectors** in your car!

ORDER YOUR FIRE INJECTORS NOW!

You can have your set of **Fire Injectors** for the year and model of your car for a fraction of their value, and if they do not deliver maximum performance, you get your money back within 30 days, or **FREE** replacement for as long as you own that car.

GUARANTEE: Use your **Fire Injectors** entirely at our risk ... give them every test you can think of ... **power — economy — starting — smoothness — performance**, etc. Then, if you are not completely satisfied at the end of 30 days, simply return them for full refund. We further guarantee **Free Replacement** of any **Fire Injector**, regardless of the reason, for as long as you own your car. Every set of **Fire Injectors** is fully protected by a world-famous insurance company.

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380 Madison Avenue Dept. RS-2805
New York, N.Y. 10017

Yes! ... I want to try **Fire Injectors** at your risk. If, at the end of 30 days I am not completely delighted ... if the **Injectors** don't do everything you say, I will simply return them for my money back.

☐ I enclose the full price ... you pay the postage.
☐ Send COD—I will pay postman plus postage and COD charges.

☐ Set(s) of **4** Fire Injectors **$7.90** ☐ Set(s) of **6** Fire Injectors **$11.85** ☐ Set(s) of **8** Fire Injectors **$15.80**

Car #1 Make_____ Year_____ Model_____ # of Cyls._____

Car #2 Make_____ Year_____ Model_____ # of Cyls._____

Name_____

Address_____

City, State, Zip_____

June 25 & 26: Steam returns to St. Louis. Round trip to Mt. Vernon, Ill., behind 4501, sponsored by St. Louis Chapt. NRHS and The American Assn. of Railroaders. Adults $21, kids (2 thru 11) $19. Details from R. Spitler, 4253 Neosho Ave., St. Louis, Mo. 63116.

Wilmington & Western steam train Sat. & Sun. All summer from Greenbank station near junction of Del. Rtes. 2, 41. Lv. Greenbank 12:30, 2, 3:30 p.m. Adults $2.50, kids 3-12 $1.50. Send SSE for brochure to Henry Dickinson, Jr., 109 W. Ashland Ave., Glenolden, Pa. 19036.

Little River R.R. steam train, Pleasant Lake to Angola, Ind., week-ends and holidays all summer behind Pacific 110. Lv. Pleasant Lake 1:30, 3:30; Angola 2:30 p.m. Adults $3, kids $1.50. Info from Charles Willer , P.O. Box 178, Angola, Ind. 46703.

July 9 & 10: Railfair '77 Rocky Mountain Region's big rail show at Jefferson County Fairgrounds, 15200 W. 6th Ave., Denver. Exhibitions include BN R.R., antique collectors, authors, artists, modelers, NARP, Amtrak, publishers, DOT dealers. Admission $1 adults, kids 50¢. Sat., July 9, 9 a.m.-6 p.m. Also Sun. the 10th, 10 a.m.-4 p.m. Write R.W. Luckin, Intermountain Chapt. NRHS, Box 5181, Terminal Annex, Denver, Colo. 80217.

July 9 & 10: Roundtrips both days behind 2-10-4 ex-T&P 610, Birmingham to Chattanooga. Open-window, dome, and air-cond. cars with photo run-bys. Adults $19.50, kids $18. Send SSE with ticket order or flyer request to Heart of Dixie R.R. Club, P.O. Box 254, Birmingham, Ala. 35203.

July 16 & 17: steam excursions behind ex-Texas & Pacific 610, Cincinnati to Danville, Ky., roundtrip both days. Details from Cincinnati Railroad Club, P.O. Box 42213, Cincinnati, Ohio 45242.

July 14-17: United Transportation Union, Region 1, meets at Sheraton Wayfarer Motor Inn, Manchester, N.H., July 20-22: Region 3 gathers at Hyatt House, Birmingham, Ala., Aug. 4-6: Region 2 meets at Seven Spring Resort, Champion, Pa., Aug. 18-27: Region 5 at Telemark Lodge, Cable, Wis., Aug. 25-27: Region 4, Kalamazoo (Mich.) Center Inn.

July 30: Night train special leaves Newfoundland, N.J., 8:30 p.m. for Beaver Lake. 20-mile trip behind ex-U.S. Army 4039, 0-6-0, Alco, 1942. Open cars, photo run-bys. Adults $5. Kids under 12, $2.50. Write Morris County Central R.R., P.O. Box 179, Newfoundland, N.J. 07435.

July 30, Aug. 13 & 28: Visitors' Day. Track construction mini-workship, tour of future transit system route, 35 mile ride on Oregon, Pacific & Eastern steam train, $20. Free camping available. Proceeds will buy material for community-owned trolley system. Contact Jim Hinman, Cerro Gordo Traction Ry., Box 569, Cottage Grove, Ore. 97424.

July 30: Trolley Car Pageant: over 20 trolleys, interurbans, rapid transit cars pass in review. Short historical presentation given on each car. Adulst $3, kids (5-11) $1.50; under 5 free. Museum operates cars 11 a.m.-5 p.m. Sundays thru Nov., Sat. & Sun. thru Oct., daily thru Labor Day. Take Conn. Turnpike I-95 to exit 51 (eastbound) or exit 52 (westbound) to Branford Trolley Museum, East Haven, Conn. Write for special events flyer R.

July 31: 6th annual Dutch Train Meet, 9 a.m.-a p.m., Fire Company field house, Pine St., Hamburg, Pa. Railroadiana, scale, tinplate, etc., 330 tables, door prizes, free auction. Preregistration $2, women $1, 8′ tables $3, regist. at door $3, kids free. Write Sam Lenhart, RD1, Leesport, Pa. 19533. (SSE)

Aug. 11-13: national convention National Assn. of Timetable Collectors, Ramada Inn, Hamden, Conn. Exhibits, side trips, presentation, banquets, dealer displays. Details on dealer space, etc., from Carl Loucks, 199 Wayland St., Hamden, Conn. 06518.

Aug. 18-23: Silverton-Cumbres Safari on Colorado slim-gage trains. Sept. 29-Oct. 21: Eastern Europe Rail and Cruise Adventure. Deluxe tour of Old World. Visit places of interest in Balkan countries, incl. Greece; cruise on Aegean Sea. Contact James Weinberger, tour director, R&LHS, 2539 Hopkins Ave., Redwood City, Calif. 94062.

Aug. 28: Lv. Los Angeles 9:30 p.m. in through Pullman for NRHS convention, Roanoke, Va. LA-Atlanta via *Sunset Limited/Southern Crescent,* then to Roanoke on steam-powered Convention Special. Package incl. railfare, hotel in Roanoke, all convention activities, with optional rail or return. Trax Travel, 1506 W. Grand Ave., Pomona, Calif. 91766.

Aug. 31-Sept. 5: annual National Railway Historical Society convention, Roanoke. All-day steam and branch line diesel trips, tours of N&W shops. Banquet address by John P. Fenwick, president, Norfolk & Western Ry. Details from local chapters, or contact Roanoke Chapter, P.O. Box 13222, Roanoke, Va. 24032. ●

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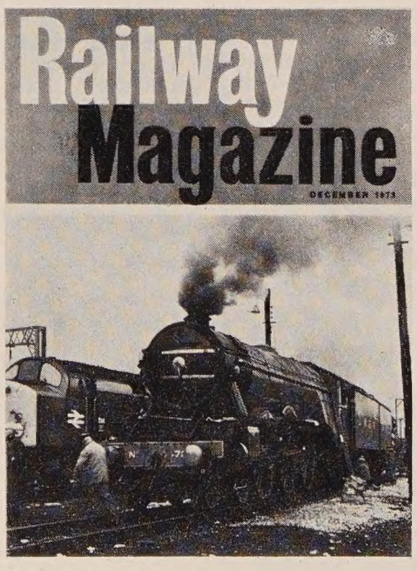

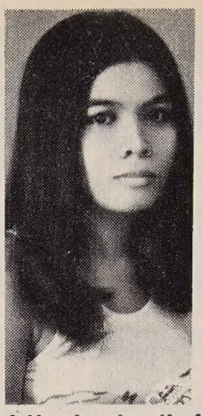

Lily Lada (left), and Suyen S. Aldemita, both from Cebu City.

Pen Pals Wanted

Miss Lily Lada (age 23), 136 Jakossalem St., Cebu City, Philippines, 6401.

Miss Julie Ramenada (age 25), 85 Manalili St., Cebu City, Philippines, 6401, secretarial graduate.

Ben Burnley (age 24), 115 Asbury, Ocean City, N.J. 08226, especially interested in the Reading, Chessie System, Southern, will write to railfanettes.

Miss Jenny S. Cruz (age 27), 30 V. Rama St., Cebu City, Philippines, 6401.

(Mr.) Akhtar Ali Syed (age 36), P.O. Box 368, Dhahran Airport, Saudi Arabia, college grad., interested in stamps first-day covers, view postcards, will correspond with fellows or girls anywhere.

Miss Clarita Y. Culleta (age 26), 570 Tupas St., Cebu City, Philippines, 6401, clerk, promises to answer all mail.

William Howard, 1903 E. 6th Street, Coal Valley, Ill. 61240, interested in L&N, MP, UP, CRI&P, shortlines, slides.

Miss Suyen S. Aldemita (age 21), Street & Co., c/o United Merchandise Corp., 109-111 Magallance St., Cebu City, Philippines, 6401, clerk, wants to have friends in foreign countries.

Ken Fraser, formerly of Cookville, Quebec, write to T.R. Grosvenor, Cedar Crest, Peabody, Kan. 66866.

Miss Thelma Alkaran, (age 30), 30 V. Rama St., Cebu City, Philippines, 6401.

Carl Laporte (age 16), 1557 Cherrylawn Crescent, Windsor, Ont., Canada N9E IP3, will correspond with railfan of similar age.

Reinhold Buddex (age 26), Schuetzenstr. 51, D-5810 Witten, Federal Republic of Germany, will correspond (in English) with railfans, swap rr. books, magazines, etc.

(Mr.) C. Heaton (age 28), 15 Pembrey Close, Lordshill, Southampton, Hampshire, England, member of Mid-Hantes Ry. Preservation Society, aiming to reopen 11 mile-track for steam operation, many other interests, wants to hear from railfans.

Miss Nicnic C. Sueva (age 28), 46-E Casals Village, Mabele, Cebu City, Philippines, 6401, clerk, will buy slides of rr. wrecks; tell price in first letter.

Miss Evelyn C. Hortelano, (age 22), 30 V. Rama Ave., Cebu City, Philippines, 6401, book-keeper.

Miss Corazon R. Leones (age 26), Kawayan, Leyte, Philippines, high school grad. ●

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